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American Railroad Journal.

New York, Saturday, July 22, 1876.

Business Predictions.

Our new Minister at the Court of St. James, Mr. Edwards Pierrepont, upon his arrival in England was met by a deputation from the American Chamber of Commerce at Liverpool, and, though taken by surprise, made the following cheering prediction:

You surprise me by taking me on this swift steamer before I have been recognized by the Government of England. If I had been recognized I might have had something to say, or if I had not been recognized I should not have had anything to say. (A laugh.) I am going to make an effort in a few days to be recognized; if I am successful I may have the pleasure of seeing you again, and if so, I may be able to say more than I can be expected on this occasion to say. It would be unfit at this stage that I should say much, except to thank you most heartily for your kind reception. Coming from the great commercial country of America, as I do, and having been for

more than a year a member of the Cabinet at Washington, I hope I may be able to appreciate your wants and your wishes, and that I may be of some service between the two countries—"Hear!" "Hear!"—in cultivating those commercial relations and that friendship which are natural and which have so long existed. ("Hear!" "Hear!") I know that you who are engaged in commercial affairs with America are at this present time much depressed, because trade in my own country is in the most depressed condition in which it has ever been since my memory. But allow me to say this, from having been an observer and a reader of the history of the past, that the time is very short when you will see commercial relations more active between England and America—"Hear, hear, and applause"—and you will see revived commerce, and revived enterprise and great and vast activity in my country, which is now so depressed. (Hear, hear.) If you will look at it you will discover that my country was never so rich in its productions, never so numerous in its population, never with such general public health as now, never such materials for wealth and prosperity. (Hear, hear.) The reason of its present depression comes solely alone from that lack of confidence that is owing altogether to too great expansion and too great excitement, which are necessarily succeeded by reaction and depression. Now, men of capital are unwilling to embark in any lengthened enterprise; no one feeling quite certain of the future is willing to awaken and revive our drooping energies and our drooping business. But mark what I say to you here to day, that before many months shall have passed, and this pending election is over—whichever way it goes—you will discover that the public will submit to it; not only submit to it in fact, but submit to the will of the people absolutely, and cordially; and will again recommence their activities and new prosperities, which will be for the benefit of these two countries, now so closely united. (Cheers.) His Excellency again thanked the deputation and was cheered most heartily.

Delaware Shore Railroad.

The Delaware Shore Railroad, extending from Woodbury to Pennsgrove, a distance of twenty miles, will be opened for travel on the 24th inst. It will be operated with the rolling stock of the West Jersey Railroad Company, with which road it connects at Woodbury. There will be ten stations on the line of the road, all conveniently located. This road has been built at a cost of only \$15,000, including three draw bridges. One third of this cost has been paid in cash, leaving a bonded indebtedness of \$200,000, with no floating debt.

The officers of the company are: President, Hon. Samuel Hopkins; Treasurer, Dr. S. T. Muller; Secretary, D. B. Gill. Gen. W. J. Sewell has been chosen, and will act as General Manager.

Funded Debt of Ohio.

According to the Report of the Fund Commissioners, filed with the Governor on the 3d inst., the total receipts during the six months ending May 15, 1876, were \$1,826,018 69, and the total disbursements \$1,758,952 91, leaving a balance subject to draft of \$67,065 18; to which should be added the balance on deposit with the American Exchange National Bank, New York, \$31,199 99—making the gross amount to the credit of the Sinking Fund on that day \$98,265 17. The total foreign debt, payable at New York, is reduced to \$6,693,839 48, domestic debt, payable at Columbus, \$1,685. Total funded debt, \$8,695,504 48.

The Late John A. Roebling.

At Muthausen, Thuringia, on the 11th of June, there were held public services in memory of the late John A. Roebling, the engineer, who was born in that town. After a public lecture on the life and character of Mr. Roebling, the citizens marched to the house in which he was born, where a memorial plate was unveiled. Mr. Roebling built the Railroad Suspension bridge below Niagara Falls, and at the time of his death had charge of the construction of the East river bridge. He was well known here, his first work being the construction of the Aqueduct across the Allegheny river, which was the first suspension structure. He afterwards built the Smithfield street Suspension bridge, and also the first bridge over the Allegheny, at Mechanic's street. His last and most important work in this vicinity was the construction of the Sixth street Suspension bridge, one of the finest structures in the country.—Pittsburg Chron.

The new long iron span, about to be placed on the railroad bridge across the Susquehanna at Havre de Grace, will be 305 feet, or 50 feet longer than the one it is to replace. The piles have been sunk by the torpedo process through 90 feet of water and mud to a rocky bottom foundation. The placing of the piles was accomplished without difficulty by the torpedo process. Six of the thirteen spans have been replaced by iron, so that gradually all the wood work will be removed,

when the great bridge will be transformed into one wholly of iron on granite piers.

Grand Southern Railway.

Work is steadily progressing on this road, and the force is being increased as occasion requires, that is, as fast as the engineering staff can locate the road, which is being done as rapidly as possible by three locating parties in the field. Sixteen different miles of the road are now in course of construction by a force of about 250 men and a proportionate number of horses. Mr. Green has a staff of twenty-six men engaged in locating the road and laying out work for the contractors.—*St. Croix Courier*.

Camden and Atlantic Railroad.

The earnings of this road for the years ending December 31, 1874 and 1875, were as follows:

	1874.	1875.
Passenger	\$314,062 51	\$316,407 12
Freight	136,419 58	131,799 58
Express (expenses deducted in 1874, but not in 1875)	24,436 52	36,804 64
Ferry	45,444 51	42,716 12
May's Landing Branch	3,601 18	4,218 92
Atlantic City horse cars		7,286 35
United States Mail	3,000 00	4,500 00
Rent of real estate	2,122 50	3,046 42
News agent	800 00	1,233 35
Dividend on stock of Sea View Hotel Co.		680 00
	\$529,886 80	\$548,482 50
Expenses, viz:		
Conducting transp.	\$61,472 07	\$62,078 78
Motive power	57,609 57	60,149 34
Maintenance of way ...	67,113 07	100,927 26
Maintenance of cars ..	18,363 73	14,078 30
General expenses	34,346 43	31,836 20
Express (deducted from receipts in 1874)		12,176 77
Ferry	41,814 91	49,199 51
May's Landing Branch ..	7,419 93	7,560 97
Atlantic City horse cars ..		2,843 84
	\$288,139 71	\$340,850 47
Earnings over operating expenses	\$241,747 09	\$207,642 03
From which deduct—		
Interest on bonded debt...\$68,740 00		
Interest on mortgages	6,013 00	
Interest	912 41	
Premium on gold to pay coupon on 1st Mortgage bonds	5,059 99	
Sundry items	6,859 27	
		\$7,584 67
Net earnings for the year 1875.		\$120,057 36
Deduct dividends of May 1 and October 1, 1875, amounting to seven per cent for the year, on the preferred and common stocks		85,088 50
Surplus for the year		\$34,968 86
To this surplus add—		
Increase of floating debt		27,169 01
Express teams sold		67 50
Total		\$62,205 37
Disposed of as follows:		
Construction	\$16,799 84	
Equipment	14,759 87	
Equipment, Atlantic City Horse cars ..	5,225 26	
Real estate	6,281 98	
Subscription to stock of Centennial Board of Finance	5,200 00	
Preferred stock scrip redeemed in cash ..	117 18	
Increase of assets	18,821 29	
Total, as above		\$62,205 37
For the year ending December 31, 1874, the		

earnings were \$529,886 80, the expenses \$288,139 71, and the net earnings \$241,747 09. The payments in that year were: for interest on bonded debt, premium on gold, etc., \$88,715 55, and for dividends, (7 per cent on preferred stock and 3½ per cent on common stock), \$71,869—a total of \$155,584 55, leaving a balance of \$86,162 54, which added to the balance at the close of 1873, give the total as in General Balance Sheet of \$174,864 84. It will be seen that the gross earnings show an increase in the past over the previous year of \$18,605 70, with an increase in expenses of \$52,710 76, making a decrease in the net earnings of \$34,105 06. The report says:

It is gratifying to state that we enter the coming year without any material floating debt, after having purchased 1,134 tons of iron rails and 202 tons of steel rails, and having had 207 tons of old rails rerolled, and made considerable outlay for a commodious ferry-house at Vine Street wharf. Under the circumstances, we may congratulate you that the receipts from our road have not only kept up with all previous years, but have been somewhat in excess of them, showing, under more favorable circumstances, what we may expect in the future, when trade and commerce revive, as we must soon look and hope for them to do, from the energy and enterprise of the people of our country.

The company have 12 locomotives, 8 first-class, 19 second-class and 25 third-class passenger, 2 smoking, 2 mail, 47 house, 68 flat, 3 timber and 13 (4-wheel) lime cars. The total mileage of locomotives was 235,148, divided as follows: main line, 225,413; May's Landing Branch, 9,730. The main line mileage shows an increase of 6,238 miles over 1874. The average cost per mile for repairs, fuel, wages, oil, tallow and waste was 20.91 cents. The superintendent in his report says:

The expenses of the roadway department, compared with 1874, are as follows:

	Renewal of iron rails.	Ordinary repairs.	Total.
1875	\$52,081 08	\$48,846 23	\$100,927 26
1874	28,693 08	38,420 04	67,113 07

Increase, \$23,388 00 \$10,426 19 \$33,814 19

1,106 tons of new iron rails and 207 tons of rerolled iron were put in the track, a total of 1,313 tons against 695½ in 1874. 885 tons of old rail were cut and relaid. 20,857 cross-ties were bought during the year; there were 1,518 on hand at the first of the year, making in all 22,375; of this number 308 were used in the car department for repairs, etc.; 20,320 were used for track repairs and new sidings, leaving 1,647 on hand at the close of the year. 588 switch ties were also bought. Twelve steel rail frogs and twelve cast-iron steel-faced frogs were put in the track in place of the same number of the iron frogs heretofore used—the greater durability and safety of these frogs will amply repay the company for the increased first cost. A new steel rail crossing was put in at the crossing of the Amboy Division of the Pennsylvania Railroad, in place of the iron crossing, which was entirely worn out.

The track over the meadows, between Absecon and Atlantic, has been thoroughly overhauled, raised up out of the reach of the ordinary high tides, and staked and embanked on the landward side.

The general condition of the roadway is very good, and it is rapidly approaching a first-class condition.

The only portions of the road in which the old U rails still remain are, the track in Camden yard, between forty-third and forty-seventh mile posts, and from Absecon to Atlantic City, being about twelve miles, exclusive of Camden yard. The remainder of the line is laid with fifty-seven and fifty-eight pound iron T rails. We have 200 tons of

sixty pound steel on hand to put in during the coming year.

The number of tons of freight carried during the year was 113,781; do. carried one mile, 2,871,391. Number of passengers carried, 502,690. CONDENSED BALANCE SHEET, December 31, 1871.

Railroad	\$1,853,730 24
Construction, added in 1875	16,799 84
	\$1,870,530 08
Real estate	9,142 40
Equipment	\$470,187 59
" added in 1875	14,759 87
	484,947 46
Equipment, Atlantic City horse cars ..	5,225 26
Steamboats	76,800 00
Express teams	5,105 00
Sea View Hotel Company's stock and bonds	24,000 00
Stock of Centennial Board of Finance	5,200 00
Bills receivable	6,621 52
Materials on hand	88,650 48
Due by sundry debtors	6,848 55
Cash on hand	18,938 93

	\$2,552,004 68
Common stock (7,548 shares)	\$377,400 00
Preferred stock (16,763 shares)	888,150 00
Preferred stock scrip	202 40

\$1,215,752 40

First mortgage bonds (7 per cent interest in gold)	\$490,000 00
Second mortgage bonds (7 per cent interest, currency)	500,000 00
	990,000 00

Bonds and mortgages	85,900 00
Second mortgage coupon scrip	250 65
Dividends unpaid	\$14,631 75

Wages for December, payable in January, 1875	9,051 40
Material bills December, payable in January, 1875	26,584 78
	50,267 93

Profit and loss, balance from 1874	\$174,864 84
Profit and loss, added in 1875	34,968 86
	209,833 70

\$2,552,004 68

President.—ANDREW K. HAY.

Directors.—Andrew K. Hay, Anthony J. Antelo, W. Dwight Bell, John Lucas, James B. Dayton, Enoch A. Doughty, Thomas H. Dudley, William Massey, Charles R. Colwell, Samuel C. Cooper, William C. Allison, George T. DaCosta.

Secretary and Treasurer.—D. M. ZIMMERMAN.

Superintendent.—F. A. LIETHE.

The Northeastern Railroad, extending from Belton, a point on the Atlantic and Richmond Air-Line Railroad, to Athens, Ga., was completed on the 14th inst., and an excursion train passed over the entire line. Athens is a terminus of the Georgia Railroad (Augusta and Atlanta.) The Northeastern Railroad is the same gauge as the Richmond and Danville and Atlanta and Richmond Air-Line. Belton is 67 miles east of Atlanta, and the distance from Richmond to Atlanta by this line will be 520 miles.

A despatch from San Francisco says that advices from Los Angeles state that daylight was let through the San Fernando tunnel on the 15th. This is the longest railroad tunnel in the United States except the Hoosac, and the last completed of eighteen on the line of the Southern Pacific

Railroad between San Francisco and Los Angeles. By the connection of the now separated lines through the big tunnel there will be a continuous railroad from San Francisco nearly to Fort Yuma, a distance of over 600 miles.

Commerce of New York.

The foreign imports at New York for the month of June, 1876, are officially stated as follows:

	1875.	1876.
Entered for consump't'n.	\$9,211,056	\$8,065,972
Do. for warehousing....	10,322,510	6,861,980
Free goods.....	7,447,296	5,682,205
Specie and bullion.....	1,126,920	498,680

Total entered at port...	\$28,107,782	\$21,108,987
Withdrawn fr. wareh'ise	6,732,115	6,518,509

The foreign imports at New York for six months from January 1, were:

	1875.	1876.
Entered for consump't'n	\$79,295,882	\$65,265,116
Do. for warehousing...	55,179,524	47,741,080
Free goods.....	50,236,507	43,079,705
Specie and bullion.....	7,540,977	2,251,285

Total entered at port...	\$192,252,390	\$158,337,186
Withdrawn fr. wareh'ise	43,660,956	41,757,396

The foreign imports at New York for the fiscal year ending June 30, were:

	1875.	1876.
Entered for consump't'n.	\$162,538,618	\$132,027,678
Do. for warehousing...	94,900,869	81,902,121
Free goods.....	98,485,746	84,635,051
Specie and bullion.....	11,437,898	8,148,865

Total entered at port...	\$367,363,126	\$306,713,715
Withdrawn fr. wareh'ise.	90,378,837	89,607,453

The following is a description of imports for the fiscal year ending June 30:

	1875.	1876.
Dry goods.....	\$106,501,249	\$88,058,966
General merchandise...	249,423,979	210,505,884
Specie and bullion.....	11,437,898	8,148,865

Total imports.....\$367,363,126 \$306,713,715

The duties received at New York for the fiscal year ending with June, were:

	1874-'75.	1875-'76.
July.....	\$9,654,569 49	\$9,273,546 61
August.....	11,802,593 20	11,417,505 51
September.....	11,400,273 11	10,163,829 28
October.....	8,678,567 56	8,208,316 27
November.....	6,364,435 53	7,034,576 89
December.....	6,812,995 27	5,349,574 79
January.....	8,072,846 12	8,160,728 44
February.....	11,811,046 95	9,473,003 56
March.....	10,323,619 78	10,237,275 36
April.....	9,603,087 82	7,764,457 04
May.....	7,474,171 61	7,575,997 23
June.....	6,656,462 06	6,619,785 25

Total.....\$108,154,668 50 \$101,278,545 78

The exports from New York to foreign ports in the month of June, were:

	1875.	1876.
Domestic produce.....	\$23,403,223	\$22,060,231
Foreign free goods.....	129,802	97,494
Do. dutiable.....	783,617	1,013,637
Specie and bullion.....	17,679,494	4,839,205

Total exports.....	\$41,996,136	\$28,010,567
Do. exclusive of specie.	24,316,642	23,171,362

The exports from New York to foreign ports for six months from January 1, were:

	1875.	1876.
Domestic produce.....	\$117,188,914	\$118,810,717
Foreign free goods.....	1,300,257	1,650,759
Do. dutiable.....	3,023,397	3,595,853
Specie and bullion.....	50,355,338	28,626,333

Total exports.....	\$171,872,906	\$152,688,662
Do. exclusive of specie.	121,517,568	124,057,329

The exports from New York to foreign ports for the fiscal year ending June 30, were:

	1875.	1876.
Domestic produce.....	\$253,225,037	\$249,303,527
Foreign free goods.....	2,495,472	2,371,677
Do. dutiable.....	6,305,583	7,326,725
Specie and bullion.....	81,958,900	45,827,645

Total exports.....	\$343,984,992	\$304,829,574
Do. exclusive of specie.	262,026,092	258,001,929

Lumber Product of the United States.

Colonel Chas. D. Robinson, of the Green Bay Advocate, has been long engaged in preparing statistics, showing the entire lumber product of the United States for a single year—that of 1875. He states that the following estimates of the lumber product are as nearly correct as can be obtained:

States.	No. of feet.
Michigan.....	2,746,866,181
Wisconsin.....	1,035,576,900
Minnesota.....	342,623,171
Mississippi River.....	291,487,000
Pennsylvania.....	263,225,000
New York.....	10,680,000
Maine.....	45,344,000
Georgia.....	17,750,000
Florida.....	26,300,000
Alabama.....	7,500,000
Pacific Coast.....	362,000,000

Total feet.....5,149,352,000

These figures estimate the product of the main mills of the chief lumbering points along the coast and inland waters where lumber is made for shipment and wholesale trade, and do not include the inland mills, which supply the local and country trade, which Mr. Robinson estimates to be 10,000,000,000 (ten thousand million feet) as the product of the United States for a year. That amount of lumber would load every year 1,424,242 railroad cars, each carrying 7,000 feet—an average car load—and would make a train 8,500 miles in length, or over one-third around the globe.

Washington City, Virginia Midland and Great Southern Railroad.

At Warrenton, Va., on Friday, July 14th, Judge Keith, in chambers, in the suit of Graham and others vs. the Washington City, Virginia Midland and Great Southern Railroad Company and others, pending in the Circuit Court for the city of Alexandria, appointed John S. Barbour, president of said company, the receiver thereof. The Alexandria Gazette furnishes the following particulars of the proceedings in the case:

This suit was instituted in the Circuit Court of Alexandria on the 17th of June last by John C. Graham, the owner of certain mortgage bonds of the railroad company, in behalf of himself and other creditors of the road, for the purpose of collecting his bonds, and asking for an injunction restraining the officers of the road from further exercising any control over its property, and for the appointment of a receiver to take charge thereof under the orders of the court. It appeared, on the motion made before the Judge by the complainant in the suit for the receiver, that notice of the motion had been duly served on the trustees of the several mortgages of the Virginia Midland Railroad Company, and the companies constituting this company, all of whom were represented by counsel at the hearing of the motion; also bondholders, representing over four million of the mortgaged indebtedness, had become parties to the suit by petitions filed in the cause.

Among these were embraced nearly all of the bondholders of the towns and counties along the

line of the road, as well as the cities of Lynchburg and Danville and the county of Pittsylvania, the owners of a large amount of the stock of the company, acting under their proper boards. Thus it was that a majority of the whole indebtedness of the road and nine tenths of the stock of the company were represented in the suit. Accompanying the petitions of the parties were written requests that John S. Barbour, Esq., should be appointed receiver if the court saw fit to make any appointment. It was brought to the attention of the judge on the hearing of the motion that a similar suit had been instituted in the United States Circuit Court on the 19th of June, a few days subsequent to the institution of the proceedings in the State Court. There is a universal sense of gratification at the above result—that the control of this matter, of such general interest should be retained in our State courts, and under their orders, in hands that guarantee the faithful and economical administration of the affairs of the road.

Cincinnati Southern Railroad.

At the regular monthly meeting of the directors of the Baltimore and Ohio Railroad Company, held in Baltimore on the 12th inst., Mr. John W. Garrett, President, gave a sketch of his recent trip of 7,000 miles over the connections of the Baltimore and Ohio railroad to the Pacific. He stated the prospects for increased business, in view of the great advantages of the port of Baltimore and its geographical location to the cities of Chicago, St. Louis, Cincinnati, Louisville, &c.

He called attention to the fact that the Cincinnati Southern road would be open for one hundred and sixty miles from Cincinnati to a point south of Danville, Ky., by January 1 next, and that it was expected by the trustees that the entire line from Cincinnati, through Kentucky, to Chattanooga, Tenn., 338 miles, would be completed by July 1, 1877. The city of Cincinnati has already appropriated \$16,000,000 to the construction of this work.

From arrangements in progress he anticipated a large business with the Central Pacific and Union Pacific railways in teas and other goods from China, through San Francisco, via Baltimore to Europe. Also through changes of tariff by the Pacific railways of large business from local points east of the Pacific coast, especially of ores, bullion and general merchandise and live stock.

The relief from the present depression in the business of the country and a restoration to its normal condition will, he said, realize such a flow of advantages and permanent developments as cannot fail to advance the interests and prosperity of our people with extraordinary rapidity.

The Navy Department has issued an order to stop all work on the monitors now being built by the Harlan & Hollingsworth Company, Wilmington; John Roach & Son, Chester; William Cramp & Sons, Philadelphia, and J. F. Rowland, New York. This was rendered necessary because no appropriation has been made by Congress to continue the work.

The Pennsylvania Railroad Company have commenced running steam passenger trains from Sixteenth and Market streets to the Centennial grounds. Eight trains daily each way are run. They are drawn by small shifting engines and run at a moderate speed until after they cross the bridge.

The Coshocton (Ohio) Age says that a large force of workmen are engaged in building the Massillon and Coshocton Railroad.

Railways of Europe.

The Railways of Europe in Operation: by C. L. C. Hochsteyne, ex-official of the Direction-Général of the Grand Central of Belgium Railway.

In the above work M. C. L. C. Hochsteyne has compiled in a very comprehensive form what may be called a general Directory and handbook of all the Railways in Europe. M. Hochsteyne divides his book into two parts. In the first he gives an alphabetical list of all the Railway Companies working or in construction in Europe, and also in the same order a description of the different Companies and groups of Railways on the Continent and the United Kingdom, with the names of the members of their several Boards of Direction and administrative staff. The names of the stations upon the several lines, with the progressive distances between each, are likewise given in this part of the work, and also information as to the geographical position of each line, and the name of the working Company. This portion of the book contains 431 pages of letterpress, and deals with no less than 992 railways. The second part of the work gives an alphabetical list of the several stations, and exchange of traffic junctions, &c. A copious vocabulary giving the pronunciation of the stations in the principal languages in Europe. Alphabetical tables are also appended of all the stations, and of the several functionaries and officials attached to the different Companies. The book, upon the whole, is a most comprehensive and useful volume of reference. The information is stated to have been compiled from authentic and official sources, and as a first year's publication the entire work reflects credit on the compiler, M. Hochsteyne, who has evidently taken pains to render the work as complete as possible.

Kansas Pacific Railroad.

The following is an abstract of the report of this company for the year ending December 31, 1876. The length of road operated during the year remaining the same as in 1874, viz: 673 miles.

EARNINGS AND OPERATING EXPENSES.

Freight earnings :

Ordinary	\$2,090,844
Government	66,824
	<u>\$2,157,168</u>

Passenger earnings:

Ordinary.....	\$885,678
U. S. troops.....	47,802
Expenses.....	115,386
U. S. mails	124,381
	<hr/>
	1,178,247
Miscellaneous.....	33,845

Total earnings.....\$8,868,760

Expenses:

Conducting transportation.....	\$497,823
Motive power.....	525,454
Maintenance of cars.....	159,303
Maintenance of way.....	483,481
General expense.....	124,819
	<hr/>
	1,790,880

Earnings over operating expenses, \$1,572,880

Distribution of green serrings:

Government.....	\$288,507
Other.....	8,125,251

As the Government refuses to pay in cash for any part of the service rendered, but withholds the whole, no part of that portion of the earnings

is available, at present, towards paying expenses or discharging the obligations of the company.

The following shows the detailed comparative earnings, from 1870 to 1876, inclusive:							
	1870.	1871.	1872.	1873.	1874.	1875.	
Freight	\$2,242,419	\$1,980,289	\$2,294,299	\$2,077,169	\$1,966,655	\$2,157,168	
Passenger	1,078,602	1,286,748	1,389,560	1,424,861	1,382,948	1,178,247	
Miscellaneous	39,763	46,480	89,983	61,268	58,146	33,345	
Total	\$3,360,786	\$3,312,517	\$3,723,713	\$3,563,299	\$3,356,749	\$3,363,760	
The following shows the comparative expenses, by departments, from 1870 to 1876, inclusive:							
	1870.	1871.	1872.	1873.	1874.	1875.	
Conducting transportation.	\$538,586	\$625,209	\$615,865	\$559,426	\$456,215	\$497,823	
Motive power	876,765	721,361	719,554	665,684	612,688	625,454	
Maintenance of cars	220,752	200,545	176,832	193,046	141,871	159,308	
Maintenance of way	602,526	601,979	604,261	696,634	419,182	488,461	
General expense	137,410	153,492	113,280	102,198	141,188	124,819	
Total	\$2,480,040	\$2,302,589	\$2,229,265	\$2,116,930	\$1,671,045	\$1,790,850	
Percentage, exclusive of taxes used in operating..	73 79-100	69 51-100	59 87-100	59 41-100	49 78-100	53 53-100	
By these statements it will be seen there was an increase in gross earnings in 1875 of \$7,011; an increase in expenses of \$119,885; and an increase in net earnings of \$112,824.							

The net receipts from sales of land during the year amounted to \$129,669. The average per acre was: gross, \$3 56; net, \$3 38. Number of acres sold, 36,618. The lands remaining unsold at the end of the year were 2,047,487 acres in the Kansas Pacific Land Trust, and 2,948,666 acres in the Denver Extension Trust.

A statement is given of the progress made in funding the deferred interest on the bonds of the company into coupon certificates, showing that of the \$16,068,000 outstanding, \$14,025,000 have been funded, leaving unfunded the sum of \$2,043,000. The report says:

Our relations with the Government remain unchanged. Notwithstanding the Supreme Court of the United States has decided that the Government can rightfully retain but one-half the amount of service performed by the Pacific roads, yet the Departments refuse settlement. Their failure and refusal to do so has been a source of much disappointment and embarrassment to your Board of Directors. The amount of service performed and unsettled up to December 31st, 1875, was \$783,093; one-half of which, or \$391,596, should be paid to your company in cash. The suit by the Government against the company for five per cent of the earnings, mentioned in the report of last year, remains yet untied.

So many minor points are yet required to be adjusted in our arrangements for consolidation with the Colorado Central R. R. Co., that its consummation has been delayed until the present time. It is desirable to finally perfect it without further delay, and file the articles, as required by law; immediately upon doing which, the two companies will become one corporation. To this

and you will be asked to ratify and confirm the articles as they have been prepared.

During the past year, the Arkansas Valley Railway has been extended up the Arkansas River about twenty miles, and a station established there, called La Junta. Your board deem it of the greatest importance to every interest of your company, that this line shall be further extended, this season, to Trinidad—eighty miles south. It is hoped the Junction City and Fort Kearney branch will also be extended from Clay Centre to Concordia, on the Republican River, forty miles, without material aid from your company.

No general balance sheet is given, and no reference is made to the capital stock of the company, which has recently been doubled. The miscellaneous resources and liabilities of the company are as follows :

RESOURCES

Bonds, stocks, etc., on hand.....	\$1,978,061
Cash in hands of treasurer, auditor, land commissioner, and all agents...	205,764
Value of material and supplies on hand	201,298
Bills receivable—	
Land and real estate.....	\$454,142
Miscellaneous.....	4,834
	<hr/> 458,976
Due from foreign roads—	
For labor and material furnished.....	159,929
Individuals and companies—	
Balances, book accounts.....	759,299
U. S. Government—	
Unadjusted balances.....	\$783,093
Less 50 per cent to be retained by U. S. Government ac- count, interest on U. S. bonds.....	391,546
	<hr/> 391,546
Total.....	\$4,154,876

LIABILITIES

Bills payable—		
Accommodation and business paper...	\$1,541,300	
Land scrip notes, \$10,915; pay checks, \$187,297		148,212
Accounts payable—		
Vouchers, \$153,264; pay rolls, \$98,791.		252,065
Unclaimed wages.....		3,740
Unclaimed coupons, gold...	\$15,622	
" " currency		2,954
Passed coupons, gold, 1873.	346,880	
" " currency, '78		21,000
" " gold, 1874..	1,021,367	
" " currency, '74		42,000
" " gold, 1875..	1,020,771	
" " currency, '75		42,000
	<hr/>	
	\$2,512,086	
Less payments made on ac- count same.....	885,684	
	<hr/>	1,626,401
Foreign roads—		
Balances, ticket, freight and mileage...		100,572
J. C. & F. K. R. R., as per terms of lease.....		18,330
Arkansas Valley Railway, as per terms of lease.....		5,695
Balance		458,516

The earnings of the Junction City and Fort Kearney Railway were \$29,458, the expenses \$15,053, and the net earnings \$14,405.

The earnings of the Arkansas Valley Railway were \$91,911, the expenses \$88,831, and the net earnings \$53,579.

37 The Empire Car Works Company, of York, Pa., have received a contract for four hundred freight cars designed for use on the Texas Pacific railroad. The work will commence at once, and will employ several hundred hands for some months.

Intercolonial Railway.

The Intercolonial Railway, so long ago projected, and so long in building, has been open for traffic a few days, and will be formally opened to-day by the running of express trains from Quebec to St. John and Halifax, and from St. John and Halifax to Quebec. Perhaps no railway route was ever more cordially abused, and perhaps no railway has ever approached completion amid a more nearly unanimous expression of adverse opinion as to its commercial prospects. It is, therefore, especially interesting to note the practical prospects of the work, as indicated by the freight and passenger traffic drawn to it at the beginning, because we are all deeply interested in its success. A member of the News staff went over the road last week, from St. John to Riviere du Loup, where the Intercolonial meets the Grand Trunk, and back, and saw enough to disprove many gloomy predictions. Most of the road looks as though it might be easily kept free from snow; the exposed portions are protected by snow fences, and the principal cuts are securely covered. The road is remarkably straight, often stretching away before and behind the cars until the gap in the trees seems no wider than the hand. There are some long bridges, some very expensive rock cuttings, and some long and high embankments; but the number of these works is not out of proportion to the length of the road, and the route, on the whole, must be considered a favorable one for railway building. From Moncton to Miramichi, 78 miles, the road passes over an almost level and seemingly barren waste, the fire having been the only previous traveller over the region. The country, if good for nothing else, is just the thing for easy railway building. Much of the land is said to be fair, and a few settlers are locating along the route. At Weldford five or six new buildings are going up, and several acres of land are preparing for cultivation. A few patches are cropped at other points, and, in time, much of this portion of the route may be bordered with farms. At present, however, the traveller sees nothing of interest until the great Miramichi bridges are reached, when the noble rivers, the town of Newcastle, and Chatham in the distance, combine to form a picturesque and interesting prospect.

From Miramichi to Bathurst, 44 miles, the country is undulating, the vegetation rich and varied, the scenery attractive, and evidences of civilization considerably more frequent than the stations. At Battibogue the appearance on a side track of several cars used as family residences by railway employees, attracted considerable attention. Children were playing around the wheels, women standing in the doors, and men sitting outside and smoking. Life in that moving village must be a study for the seeker after the curious phases of civilization.

From Bathurst to Metapedia, 76 miles, the road skirts the Bay Chaleur and the Restigouche, passing through a beautiful and well cultivated farming country, crossing many lovely streams, and affording frequent glimpses of the bay and river with their ships, weirs and boats. The view at Metapedia, 13 miles beyond Campbellton, where the road crosses the Restigouche into Quebec territory, is a charming combination of grandeur and beauty. Hills with precipitous wooded sides and round tops, the passes between them being but little above the water level, nearly enclose the spot, the Metapedia valley forming an opening towards the north and the Restigouche, showing an outlet to the east.

The valley of the Metapedia, which the road traverses for the next sixty or seventy miles, presents many fine views. It is shut in by lofty hills, and possesses a wild beauty that is, perhaps rendered all the more weird by the light of the moon and stars, the trains passing through it each way in the night. The valley is almost uninhabited.

Leaving the valley, the road crosses the watershed between it and the St. Lawrence, winding around rugged hills, crossing high embankments, and passing through deep rock cuttings.

At St. Octave, 83 miles from Metapedia, where

the St. Lawrence is sighted, the road winds over a long and high embankment and then enters a deep and roofed rock cutting of great length. A site for a station building is excavating here, there being no level land to be had without excavating or filling. There the signs of ancient French civilization are visible, and the road runs almost uninterruptedly across the narrow farms of the habitants for the 93 miles intervening between St. Octave station and Riviere du Loup.

St. Flavie, 9 miles from St. Octave, is considerable of a village. Rimouski, 18 miles further up the St. Lawrence, is the railway headquarters for the entire section between Campbellton and Riviere du Loup, and the point of departure and arrival of the European mails. A short branch runs down to the pier, where a steamer, built for the purpose, lies ready to intercept the outgoing and incoming steamers. The mails for New Brunswick and Nova Scotia, via the Canadian line, are received 48 hours earlier than formerly.

Otte Bay, three miles from Bic, which is considered a splendid site for a watering place, much more attractive in every respect than Cacouna, has already attracted the attention of speculative capitalists, and may at no distant period be a fashionable resort.

The road hugs the side of Bic Mountain, 280 feet below the top, and about 100 feet above the level of the water, and there is said to be considerable danger from falling fragments of rock. This is the famous diversion that was made for the benefit of McDonald, the original plan being for an embankment that would have made the road bed free from danger.

After passing through the Valley of the Bic and the St. Fabien Valley, broad strips of level land shut in on either side by ranges of low hills, the road sights the river again, follows it for some distance, and then, crossing the base of a small promontory, comes to the St. Lawrence again at the mouth of the Riviere du Loup, and effects a junction with the Grand Trunk.

The time between Moncton and Riviere du Loup, 374 miles, is 21½ hours, including stoppages, which is pretty good time for a freight and accommodation train.

Not much local traffic has been developed on the Quebec part of the line so far, the Frenchmen having little to send to market and few wants to be supplied by imported articles. But the through traffic offering surprises the most sanguine. On Thursday fifteen loaded cars arrived at Riviere du Loup by the Grand Trunk for the Maritime Provinces, and the train that left that point on Friday had nineteen Grand Trunk cars with loads for various points in New Brunswick and Nova Scotia. The present prospects of the road are, therefore, bright, and there is every reason to suppose that its traffic will increase.—*St. John News*, July 5.

Corrugated Iron.

Specimens of a new style of corrugated iron for building purposes have been submitted by an Austrian engineer named Pitze, to the Austrian Association of Architects and Engineers. The chief novelty in Pitze's patent is the shape of the corrugations; the walls of each being higher than their distance from each other, and having a vertical profile when the corrugated sheet is placed horizontally. This vertical position of the walls of each groove enables the corrugated sheet to bear its maximum load, and thus to fit it for general use in construction. It is being used for roofing in a new building in Vienna, at the corner of the Lichtenauergasse.

The Orange Branch of the Montclair Railway was opened on the 10th inst. This road, formerly known as the Watchung Railroad, was started as an opposition to the Morris and Essex company, but the projectors failed, and it laid idle for a long time, and is now leased by the Montclair Railway Co.

A Home and A Fortune.

The Kansas Land and Immigrant Association, with a Capital stock of \$1,000,000, Chartered by the State of Kansas, a most laudable enterprise, started in our city for the promotion of immigration by the free distribution to the shareholders of the Association of \$770,800 in cash and some of our most choice and valuable real estate, farms, brick blocks, residences, &c., is meeting with unprecedented success. From every section of the country orders for shares or tickets are coming thick and fast. The inducements offered are unparalleled. There will be no postponement. The drawing and distribution of the prizes will take place positively Aug. 25, 1876, or the money will be refunded in full. The managers of this enterprise are gentlemen of undoubted integrity, honesty, uprightness and ability to do exactly what they say. They are gentlemen who are prominent in our State, and whose public and private characters are beyond even suspicion, and the management of this stupendous distribution will be conducted with an impartiality that cannot and will not be disputed.

The Atchison Board of Trade, composed of all the leading business men of our city, at a recent meeting, unanimously adopted the following endorsement:

"Knowing the several persons composing the 'Kansas Land and Immigrant Association' we cordially endorse them as gentlemen of honesty and integrity, and recommend their enterprise as worthy the support of the public."

Every ticket holder will be fairly represented at the drawing. Price of the shares of tickets are put at the low price of \$5 each. Parties desiring a more particular description of this meritorious enterprise, inducements offered, terms to Agents, special offer to clubs and purchasers of two or more shares, manner of drawing, references, &c., send their address to S. M. STICKLER, Secretary, Atchison, Kansas, and they will have mailed them free an elegant four page illustrated paper "The Kansas Immigrant," describing the enterprise and the advantages and resources of Kansas, &c. Send for it.—*From the Atchison, Kan., Daily Patriot.*

Scioto Valley Railroad.

The Ohio State Journal says that the earnings of the Scioto Valley Railroad for June increased fifty per cent. over May. The earnings for July, with the increased length of road to Chillicothe, are making material increase in the income of the road. The passenger travel is good, and the amount of freight carried is much larger than was at first anticipated. The Journal adds:

Two corps of engineers are out on the road—one running a line on the coal branch, and the other on the main line below Chillicothe. The coal branch will probably come in near Circleville—at least that is the intention at this time. The engineers on the line below Chillicothe have reached Portsmouth. The line, as surveyed, runs on the west side of the Scioto river, leaving Waverly about two miles to the east.

The Tehama Tocsin of June 29th says the track is laid for thirty eight miles on the road from Woodland to Williams, which latter point is eight miles west of the town of Colusa. That completes the work of the Central Pacific Company on the west side of the Sacramento valley for the season. The road from Ione to Galt, thirty miles, will soon be completed, and that from Oakland Point to Berkely, nine miles also. This will probably complete the season's work of the Central Pacific Company, which will thus have built about 216 miles of road in California in 1876, and if we estimate the average cost at \$30,000 per mile, we have a total expenditure of \$6,000,000 for the construction account of the year.

Railways in Central Asia.

Colonel Venyukoff, the Russian official geographer, sends to the *Invalide Russ* the following account of the contemplated railway lines in Central Asia:

Railways now-a-days have such strategical and political importance that the direction of new lines is everywhere made dependent upon the consent of the War Office. The more a line seems to affect political and international interests, the greater the necessity of adapting it to strategical demands. Perhaps the most important of all questions of this nature that could have arisen in Russia refers to the lines intended to connect the European and Asiatic portions of the empire. Government, recognizing the gravity of the matter, adopted preliminary measures for the construction of the Siberian and Turkestan lines, and a short survey of the various schemes submitted will be interesting.

Beginning with our south-eastern frontier, it has been proposed to carry a line from the Trans-Caucasus through Gilan, Mazanderan, Khorassan, Seistan and Beloochistan to the mouth of the Indus. This line, which from Pohl to Shikarpur would traverse a distance of 3,480 versts, has not many to speak in its favor. Its advantages would be these: It would connect India with the European sea nearest to it. It would only pass through fertile and well watered lands. It would join the rich regions of the Trans-Caucasus and the Caspian Provinces of Persia to the great markets of the world. It could be constructed without the inconvenience of crossing great rivers or high ridges of hills. But these advantages are counterbalanced by considerable drawbacks, which, taken together, are so serious that there is no chance of the line being laid down in our day. A distant future may see it realized.

Another line from the eastern shores of the Caspian to India might be projected in two different directions. It might either follow the course of the Attreck, through Seidan to Meshed, or proceed from the Balkan Bay (Krasnovodsk) to Kizil Arvat, and farther on along the northern slopes of the Kelt Dag hills to the Turcoman forts, where the country is well watered and perfectly habitable. Both lines would meet in the valley of the Gerirud, at about 1,000 versts from the Caspian, whence their direction coincides with that of the Khorassan line.

The third project, confining itself to Russian soil, connects Krasnovodsk with Khiva. From a strategical point of view, this line can never be important.

The fourth line is the one projected two years ago by M. Baronovski. It proceeds from Saratov, crosses the river Ural somewhere near Kalmikoff, and going on to the Emba, ascends the Urst Urf, and reaches the Khiva oasis by the western shores of the Aral. From Khiva it follows the Oxus, and makes for the Hindoo Koosh by Balkh. It was proposed that this road, which from Saratov to Balkh would be 3,100 versts long, should be international; that the Hindoo Koosh should be tunneled; and that Attock should be reached through the Valley of the Kabul Darya. This project cannot stand the test of serious discussion. Traversing Russian territory chiefly, this line would never attract a large amount of English merchandise, now that the Suez Canal has become a fact. The same remark applies to other Central Asiatic lines projected by MM. Lesseps, Barraud, etc.

Turning to the north-east, we come to a region the favorite haunt of projectors. Many imaginary lines have been laid down through the Kirghiz steppes to Turkestan. The schemes announced are in three directions—Orenburg, Kasalinsk, Tashkend; Orenburg, Turgai, Djulek, Tashkend; Yekatarinburg, Troitzk, Dulek Tashkend. It must not be forgotten that all these would be Steppe lines—that is, lines traversing uninhabited regions, supplying comparatively few freights, and exposed to snowstorms likely to hinder traffic in winter. Yet there is no denying that Russia has

to construct these railroads. She wants them to secure her hold upon Turkestan which she would else have to fill with troops, daily becoming more expensive. She will get part of her outlay refunded by promoting her trade with Central Asia; though it is none the less desirable that everything should be done to cut down the expenses of the line. A narrow gauge, rolling stock of a light description, the reduction of stations to a minimum, and the putting up of yurts (Kirghiz tents of black felt) instead of guards houses in the Steppe—all these are economies imperatively required. The wish to reduce the expenditure has divided the partisans of the East Tashkend line into two camps—the Orenburg and the Yekatarinburg Troitzk faction. Both have given us an estimate of their cost, and both, in the absence of exact surveys, have failed to persuade us of the relative superiority of their propositions. Thus much, however, may be safely said—that the Orenburg-Tashkend route is strategical as well as commercial, while the Yekatarinburg Tashkend line is principally commercial. The latter line, if the Siberian line is once carried across the Ural mountains, may not produce any very considerable deficit; the former will be, no doubt, costly, but will do us important service in the event of a political crisis in Central Asia. The first must be constructed by the Government; the second, as it may prove lucrative, should be left to private persons unassisted by Government guarantees. A definite decision on all this will be arrived at by the special commission appointed by the Ministry of Communications.

After a few words upon a proposed railway from Tashkend to Akmolinsk, Semipalatinsk, Vernoye, and Dzungaria, the writer turns to the plans of MM. Lesseps and Barraud:

The project of MM. Lesseps and Barraud can hardly be seriously entertained. M. Lesseps crosses the Himalaya and Thian-Shan, tunnelling no less than eight ridges, each over 10,000 feet high; M. Barraud combines a whole network of Turkestan railways with the irrigation of the Steppes, for which he requires a loan of 180,000,000 roubles—a sum which would cost us very dear, if it could be raised for the purpose; and this when M. Barraud's estimates are obviously much too low. To wind up our remarks upon Central Asiatic lines, one may safely say that Russia for a long time to come will be satisfied with a system whose centre is Urkatsch, and whose circumference is marked by Orenburg, Yekatarinburg and Tashkend. Any railway that may be constructed in the interior of Turkestan—as, for instance, from Tashkend in the direction of Kokhand and Samarcand—will be of merely local importance. Only if our possessions should come to include the entire Aral-Caspian Basin would the extension of our lines to the frontier acquire political significance. As to our Asiatic lines ever becoming international railways, this is improbable, except, indeed in the direction of China.

The author then discusses the various projects for laying down railways in Siberia; but none of these will be taken in hand before the completion of the European Siberian line Yekatarinburg-Tumen, (835 versts). As to the Orenburg-Urkatsch line, which is the first section of the Orenburg-Tashkend line, it will probably be begun in the course of the year.

Tracklayers are at work on the Cincinnati Southern road south of Nicholasville, Ky., and large quantities of rails are being shipped thither by the Kentucky Central.

Judge Kelth, in chambers at Warrenton, Va., has appointed John S. Barbour receiver of the Virginia Midland railroad in the suit of Graham and others, entered at Alexandria on the 17th June.

The First Chinese Railroad.

The works of the Woosung Railway, as the railway approaches completion, have fairly roused the curiosity of the Chinese of all classes. During the past week, but especially since Sunday, they have each day flocked literally in thousands, not only from the settlements and native city, but also from the villages and districts for miles around, along its whole length. The streams of visitors are incessant from morning till night, and hundreds of jinrikshas, wheelbarrows and other vehicles, all occupied, throng the route to and fro. Yesterday afternoon (March 29), for instance, the road was almost impassable, so great was the crush. The visitors comprised men, women and children (the latter in large numbers), and all seemed anxious to see and understand what the foreigners were doing. The great centre of attraction was the little "Pioneer," now engaged in running trucks of pebble ballast for the purpose of filling in the interspaces of the sleepers; and wherever the engine came to a stop, it was instantly surrounded by dense crowds, who gazed at it with wonder, those nearest examining every part of its visible machinery with attention, and talking and gesticulating with an earnestness that must be seen to be believed, strongly reminding one of the excitement evinced by the country people, especially during the days of railway construction in England. Preparatory to starting on its brief journeys, the "Pioneer's" whistle was, of course, sounded, and it was amusing to witness the crowd hurrying off in all directions, amid shouts of laughter and other tokens of unmistakable delight and approval, to make way for it. It may credibly be asserted that such a sight has never been witnessed in China before; and it affords clear proof that, so far as the people are concerned, there would be no obstacle in the general adoption of this mode of transit throughout the empire.

—North China Daily News.

The Coal Trade.

The coal tonnage for the week ending the 8th inst., as reported by all the companies, amounted to 178,004 tons, against 441,618 tons in corresponding week last year, a decrease of 263,614 tons. The total amount of anthracite mined for the year is 7,882,337 tons, against 7,408,069 for same period last year, an increase of 474,268 tons. The quantity of bituminous coal sent to market for the week was 65,381 tons, against 72,452 tons for corresponding week last year, a decrease of 7071 tons. The whole bituminous tonnage from the beginning of the coal year is 1,749,141 tons, against 1,678,523 tons in corresponding time last year, a decrease of 70,618 tons. The total tonnage of all kinds of coal for the week is 243,385 tons, against 514,070 to corresponding date last year, a decrease of 270,685 tons, and the total tonnage for the coal year is 9,631,478 tons, against 9,081,592 tons to same date last year, an increase of 549,886 tons. The quantity of coal and coke carried over the Pennsylvania Railroad during last week was 84,543 tons, of which 69,189 tons were coal and 15,354 tons coke. The total carried this year is 2,054,080 tons, of which 1,693,882 were coal and 360,256 coke. This total embraces all the coal carried over the road, east and west. The receipts of coal at Perth Amboy for the week ending on the 8th instant were 4214 tons, against shipments in the same time of 12,076 tons, leaving on hand 79,421 tons. Freight thence to Boston, 90 cents; Hartford 85 cents; New York, 40 cents.

—Phila. Ledger, July 17.

The directors of the North High Street (Columbus, Ohio) Railway Co., recently elected, are: W. Neil Dennison, John Short, L. Donaldson, W. A. Hershiser, G. A. Framber, H. M. Neil, and A. H. Fritchey.

The Los Angeles Herald says that Indian Wells is now substituted in the time-table of the Southern Pacific Railroad in place of Seven Palms as the terminal station.

RAILROAD EARNINGS—MONTHLY.

Atchison, Top. & San. Fe: January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1875.....	68,659	78,410	104,051	112,474	107,644	104,437	.....	.....	.....	.....	.....	.....
1876.....	117,417	144,132	180,246	197,000	213,000	187,000	.....	.....	.....	.....	.....	.....
Central Pacific:												
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,235	1,553,014	1,567,622	1,615,974	1,513,836	1,338,209
1876.....	961,000	1,000,000	1,133,000	1,468,000	1,700,000	1,639,000	.....	.....	.....	.....	.....	17,036,063
Canada Southern:												
1875.....	67,487	41,501	82,255	106,755	102,546	96,599	.....	.....	.....	.....	.....	.....
1876.....	123,742	141,161	165,431	168,452	123,088	111,008	.....	.....	.....	.....	.....	.....
Chicago and Alton:												
1873.....	347,373	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311
1876.....	320,392	332,055	353,719	353,530	442,457	441,390	.....	.....	.....	.....	.....	4,656,764
Chicago and Northwestern:												
1872.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,237,853	.....	.....	.....	.....	.....	13,361,689
Chicago, Mil. & St. Paul:												
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893
1876.....	537,000	518,000	567,388	650,994	819,853	877,571	.....	.....	.....	.....	.....	8,255,744
Clev., Col., Cin. & Ind.:												
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038
Erie:												
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,938	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,387,551
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,089	.....	.....	18,694,096
Hannibal & St. Joseph:												
1875.....	94,532	116,286	138,779	147,439	125,890	.....	.....	.....	.....	.....	.....	.....
1876.....	142,968	156,111	174,335	148,573	141,289	.....	.....	.....	.....	.....	.....	.....
Illinois Central:												
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435
1875.....	591,031	481,681	595,519	610,459	604,831	602,505	715,899	613,446	718,101	816,508	773,092	679,434
1876.....	588,446	608,126	605,494	546,082	585,969	614,484	.....	.....	.....	.....	.....	7,802,556
Kansas Pacific:												
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	3,693,183
Lake Shore & Mich. South'n:												
1871.....	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693
1874.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,235,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986
1875.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371
Michigan Central:												
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548
1874.....	555,709	438,037	487,871	551,932	559,294	468,908	413,302	484,792	552,484	609,888	525,480	481,568
1875.....	500,902	441,623	611,211	600,066	556,789	491,823	.....	.....	.....	.....	.....	6,129,555
1876.....	518,567	548,669	583,981	610,543	629,348	533,170	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:												
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	3,444,391
1875.....	198,099	204,539	233,095	192,471	187,091	.....	.....	.....	.....	.....	.....	.....
1876.....	256,459	254,722	245,814	214,788	212,928	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:												
1873.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920
1874.....	266,039	243,167	304,842	295,665	268,807	292,546	282,642	311,140	366,131	382,544	395,575	297,678
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	.....	.....	.....	.....	.....	3,612,776
1876.....	315,795	293,039	314,382	306,637	313,070	304,846	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:												
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080
1872.....	657,318	645,090	823,693	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,376,639	958,136
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733	14,361,121
St. Louis, I. Mt. & South'n:												
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	233,198	209,622	221,348
1874.....	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	385,000
1875.....	250,790	281,911	275,910	264,560	275,147	294,631	.....	.....	.....	.....	.....	.....
1876.....	352,200	312,500	295,000	275,400	264,900	262,300	.....	.....	.....	.....	.....	.....
St. Louis, Kans. C. & North'n:												
1875.....	208,088	196,155	243,591	220,692	188,083	178,332	.....	.....	.....	.....	.....	.....
1876.....	246,098	282,879	271,230	234,002	237,354	228,720	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:												
1875.....	71,437	61,809	72,805	74,809	70,592	77,963	.....	.....	.....	.....	.....	.....
1876.....	99,208	112,240	102,737	118,043	125,209	135,928	.....	.....	.....	.....	.....	.....
Union Pacific:												
1869.....	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829
1870.....	528,529	500,139	539,238	706,603	802,586	746,450	643,058	664,051	728,521	719,698	570,168	505,053
1871.....	479,573	373,925	499,899	584,540	724,466	728,174	673,693	681,865	800,402	777,362	708,142	449,932
1872.....	273,936	534,115	565,861	741,802	890,443	835,459	743,382	789,567	863,754	980,706	915,727	757,851
1873.....	523,975	491,784	706,256	881,266	1,007,831	969,863	876,833					

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$40,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) .	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Current bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'9	115
2d Mortgage.....	2,675,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	....	....	1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85
Alabama and Georgia:							1st Mortgage (Equalization)....	248,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)...	262,000	7	"	"	1890	92
Alabama Central:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881	90
1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	92
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	113½	Consol. Mortgage for \$2,000,000.	965,000	7	Apr. and Oct.	Boston.	1893	103
2d Mortgage.....	2,000,000	7	Apr. & Oct.	"	1885	108½	Boston, Hartford and Erie:	344,500	6	"	"	1893	....
3d Mortgage.....	484,000	7	May & Nov.	"	1881	100	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Albany Loan.....	933,000	6	"	"	1895	....	1st Mortgage (Berdelly).....	15,000,000	7	Jan. and July.	New York.	1900	19½
Alexandria and Fredericksburg:							1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	26
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Mass. L. (sec'd by \$4,000,000 Ber.)	3,000,000	7*	"	Boston.	1899	....
Allegheny Valley:							Boston and Lowell:						
General Mortgage.....	3,967,000	7½	Jan. & July.	New York.	1896	100½	Bonds (Wharf Purchase).....	200,000	8	Apr. and Oct.	Boston.	1879	101
Special Mortgage to Penn.....	3,500,000	6	January.	Harrisburg.	....	....	Bonds of 1872 for \$1,000,000....	993,300	7	"	"	1892	108½
1st M., E. Ext., guar. by Pa. R.R.	9,933,000	7	Apr. & Oct.	Phil. or Lond.	1900	97	Boston and Maine:						
Funding Income (traffic guar.)	5,403,900	7	"	Pittsburg.	1894	47½	Bonds of 1893 (coup. and reg.)..	3,280,500	7	Jan. and July.	Boston.	'93-'94	110½
American Central:							Boston and New York Air Line:						
1st Mort., guar. by C., B. & Q.	645,000	7	Jan. & July.	New York.	1878	104	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100½
Andrews:							Bonds to purchase P., W. & B.Rd.	500,000	7	Jan. and July.	Boston.	1893	108½
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Brunswick and Albany:						
Arkansas Central (narrow gauge):							1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1906	....
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Am.	1891	....	2d Mort. sinking fund gold.....	2,560,000	7*	"	"	1898	....
Ashabula, Youngstown & Pitts.							Buffalo, Bradford and Pittsburg:						
1st Mortgage.....	1,500,000	7*	Apr. & Oct.	New York.	1901	....	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	....	Buffalo, Corry and Pittsburg:						
Atchison and Nebraska:							1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo and Erie:						
Atchison, Topeka and Santa Fe:							Mort. bonds (as'd by L.S. & M.S.)	200,000	7	Jan. and July.	New York.	1882	....
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	83½	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
Land Grant Mortgage (gold)....	3,374,500	7*	Apr. & Oct.	Boston.	1900	77½	Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	"	1898	105
1st Mort. (Wichita Br.) traf. guar.	412,000	7*	Jan. & July.	"	1902	....	Buffalo and Jamestown:						
Consol. mort. gold (Oct. 1, '76).	2,074,000	7*	"	"	1903	49½	1st Mortgage.....	1,000,000	6*	"	New York.	1902	....
Consol. Second Mort. (gold)....	976,000	7*	Apr. & Oct.	N. Y. or Bos.	1903	....	Buffalo, New York and Erie:						
Land Income bonds.....	476,000	12	Jan. & July.	Boston.	....	102½	1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	63
Atlanta and Richmond Air Line.							Buffalo, New York & Phila.:						
1st Mortgage (guar. by Georgia).	4,245,000	8	Jan. & July.	New York.	1900	60	1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	....
Atlantic and Great Western:							2d Mortgage for \$1,600,000.....	281,500	10	"	"	1893	....
1st Mortgage (gold).....	14,922,300	7*	Jan. & July.	N.Y. or Lond.	1902	....	Burlington, Cedar Rapids & Minn.:						
2d Mortgage (gold).....	10,173,979	7*	March & Sept.	"	1902	....	1st Mortgage, etc., skg. fund....	5,400,000	7*	May & Nov.	N. Y. & Lond.	1919	47
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
Atlantic and Gulf:							Burlington and Missouri River:						
Consolidated 1st Mortgage.....	2,310,300	7	Jan. & July.	New York.	1887	....	Land and R. R. Mortgage.....	4,690,250	7	Apr. & Oct.	N. Y. & Bos.	1893	109½
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Stock Bonds pref. \$2 lien.....	322,500	8	Jan. & July.	Boston.	1878	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Stock (common) Bonds.....	308,000	8	Apr. & Oct.	N. Y. & Bos.	1879	106
Atlantic and Lake Erie:							Stock (common) Bonds.....	805,500	8	Jan. & July.	"	1894	106½
1st Mort. (gold) for \$5,000,000....		7*	Jan. & July.	New York.	1901	....	Stock (common) Bonds.....	409,500	8	"	"	1889	....
Atlantic, Miss. and Ohio (423 m.):							Burlington and Mo. Riv. in Neb.:						
1st Mortgage for \$15,000,000....	5,470,000	7*	Apr. & Oct.	New York.	1901	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	102
2d Mort. to State (no int. till '80).	4,000,000	....	"	"	....	....	Bonds convertible until 1892....	600,000	8	"	Boston.	1883	90
Atlantic and Pacific:							Burlington and Southwestern:						
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	Cairo and Fulton (Arkansas):						
1st Mort. (So. Pac. R.R. assumed)	7,185,500	6*	Jan & July.	"	1888	61½	1st Mort. (R.R. and lands) S.F..	8,000,000	7*	Jan. & July.	New York.	1891	....
1st Mort. (Central Div.) gold....	1,190,000	6*	May & Nov.	"	1891	....	Cairo and St. Louis (3 ft. gauge):						
1st Mort. (Central Div.) L. G.....	794,000	10	"	"	1901	....	1st Mortgage.....	2,500,000	7	Apr. & Oct.	New York.	1901	....
Equipment Bonds.....	753,000	6*	June & Dec.	"	1883	....	Cairo and Vincennes:						
Income Bonds (for funding)....	529,600	6*	"	"	1883	....	1st Mortgage, gold.....	3,500,000	7*	Apr. & Oct.	N. Y. & Lond.	1909	....
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1896	....
Atlantic and St. Lawrence:							California Pacific:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	L. "	1878	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (sterling) of 1864....	1,500,000	6*	Apr. & Oct.	"	1884	....	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
3d Mortgage (sterling) of 1871....	715,000	6*	May & Nov.	"	1891	....	First Income bonds.....	1,000,000	10*	"	"	....	....
Portland City Bonds, 1st M., & L.	787,000	6	"	Portland.	1886	....	2d Income, or double track b'ds	1,800,000	6*	"	"	....	....
Bald Eagle Valley:							Camden and Amboy:						
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1882	104½
2d Mortgage.....	100,000	7	"	"	1884	....	Loan of 1889.....	886,000	6	June & Dec.	Princeton.	1889	102
Baltimore and Ohio:							Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	105½
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	101½	Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Loan of 1863-'85.....	1,710,000	6	Apr. & Oct.	"	1885	104	Camden and Atlantic:						
Loan of 1865-'90 (Balt.) skg. fd.	3,258,026	6	Jan. & July.	"	1890	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	105
Loan of 1870-'95 (etc.) skg. fund.	3,398,956	6*	March & Sept.	London.	1895	....	2d Mortgage.....	600,000	7	Apr. & Oct.	"	1879	104
Loan of 1872-1902 (etc.) S. F.....	9,198,852	6*	"	"	1902	....	Camden and Burlington County:						
Loan of 1874-1910 (etc.) S. F.....	9,576,000	6*	May & Nov.	"	1910	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	96
Baltimore and Potomac:							Canada Southern:						
1st Mort. (Tunnel) gold guar.....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	1st Mort. (skg. fd) g'd for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	55
1st Mortgage (R. R.) gold guar....	3,000,000	6*	Apr. & Oct.	"	1911	....	Cape Girardeau and State Line:						
Bangor and Piscataquis:							1st Mortgage (gold).....	1,000,000	7	Jan. & July.	....	1891	....
1st Mortgage (Bangor loan).....	600,000	6	Apr. & Oct.	Boston.	1899	....	Cape May and Millville:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	2d Mort. guar. by W. Jersey R.R.	400,000	7	Apr. & Oct.	Camden.	....	95
Bay City and East Saginaw:							Carbondale and Shawneetown:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	1st Mortgage.....	200,000	7*	Jan. & July.	1902
Bedford and													

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (O. & N.W.):	\$ 700,000	7	Feb. & Aug.	New York.	1891	....	Chicago, Iowa and Nebraska:	\$ 568,250	7	Jan. & July.	Boston.	1880	....
1st Mortgage, 1st Div. \$10,000 p.m.	582,000	7	" " "	" " "	1894	94	2d Mort. (now 1st) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 2d Div. \$10,000 p.m.	2,400,000	7	May & Nov.	" " "	1916	94	3d Mort. (now 2d) guar. C. & N.W.	1,700,000	7	Jan. & July.	New York.	1898	104
1st Mortgage 3d Div. \$16,000 p. m.							Chicago and Milwaukee Railway:						
Central Branch Union Pacific:							1st Mort., guar. by C. and N.W.						
1st Mort. (Atch. & Pike's Peak).	1,000,000	6*	May & Nov.	New York.	1895	....	Chicago and Mich. Lake Shore:						
2d Mortgage Governm't security.	1,000,000	6	Jan. & July.	" " "	1895	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of Georgia:							1st Mortgage.....	3,500,000	8	Jan. & July.	" " "	1890	....
General Mort. for \$5,000,000....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mortgage.....	1,350,000	8	May & Nov.	" " "	1891	....
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	" " "	1892	....
Central of Iowa:							Chicago, Milwaukee and St. Paul:						
1st Mortgage, gold, \$10,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....	1st Mort. (Mil. and St. Paul R'y)	5,909,000	7	Jan. & July.	New York.	1893	102
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	" " "	1901	....	2d Mort. (")	1,191,000	7	April & Oct.	" " "	1884	98
Central of L. I. (Flush. N. C. & C.)							1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" " "	1903	97
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mort. (East Div. Palmer)	547,000	8	May & Nov.	" " "	1874	....
Central of New Jersey:							1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" " "	1897	94
Convertible bonds of 1872.....	4,475,000	7	May & Nov.	New York.	1902	95	1st Mort. (Minnesota Central.)	190,000	7	" " "	" " "	1894	....
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	" " "	1890	114	1st Mort. (St. Paul Division.)	4,000,000	7*	" " "	" " "	1902	100
Newark Branch Bonds.....	600,000	7	Jan. & July.	" " "	1887	....	1st Mort. (Iowa and Dak. Div.)	887,000	7	" " "	" " "	1899	93
Loan of L. C. & N. W. Co. (ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" " "	1898	116
Consol. Mort. for \$25,000,000....	15,000,000	7	" " "	New York.	1899	101	2d Mort. (")	1,315,000	7.5	" " "	" " "	1898	103
Central Ohio (B. and O.):							1st Mort. (Hast. and Dak. Div.)	467,000	7	Jan. & July.	" " "	1902	89
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	101	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" " "	1891	....
Central Pacific of California:							Real Estate Purchase.....	145,500	7	" " "	" " "	1883	....
1st Mort. 30 years bonds, (gold).	25,781,000	6*	Jan. & July.	New York.	1895-96	106	Equipment and Bridge Bonds....	245,000	10	June & Dec.	" " "	1883	....
Convertible 20 years bonds, gold	1,483,000	7*	" " "	" " "	1883	101	Consol. Mort. for \$35,000,000....	2,154,000	7	Jan. & July.	" " "	1905	91
State Aid B'ds (Int. by State) gold	1,500,000	7*	" " "	Sacramento.	1884	108	Chicago and Northwestern:						
2d Mort. (Governm't Subsidy)	25,885,000	6	" " "	U.S. Treasury.	1895-99	98	Preferred sinking fund (193 m.) ..	1,238,700	7	Feb. & Aug.	New York.	1885	109
1st Mort. (Western Pacific) gold	2,735,000	6*	" " "	New York.	1899	98	General 1st Mortgage (193 m.) ..	3,578,000	7	" " "	" " "	1885	106
2d Mort. (Governm't Subsidy)	7,291,000	6	" " "	" " "	1888	91	Funded coupons (193 m.)	740,300	7	May & Nov.	" " "	1883	104
1st Mort. (Calif. & Oregon) gold	7,291,000	6*	" " "	" " "	1890	92	Appleton Ext. (23 m. & 75,000 ac.)	146,000	7	Feb. & Aug.	" " "	1885	90
1st Mort. (B. Fr. Okla. & Ala.)...	500,000	8*	" " "	" " "	1890	90	Green Bay Ext. (26 m. & 75,000 a.)	265,000	7	" " "	" " "	1885	90
1st Mort. (San Joaquin V.D.) gold	6,050,000	6*	April & Oct.	" " "	1900	92	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	" " "	" " "	1882	107
Land bonds (Cen. Pac. Co.) gold	9,049,000	6*	" " "	" " "	1890	95	Elgin and State Line.....	122,000	6	Jan. & July.	" " "	1878	....
Central Vermont:							Mississippi River Bridge.....	185,000	7	" " "	" " "	1884	....
1st Mort. Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	11	1st Mortgage (Peninsula).....	328,000	7	March & Sept.	" " "	1898	101
2d Mort. Consol. (")	1,500,000	7	June & Dec.	" " "	1891	55	Consol. skz fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	" " "	1915	104
1st Mort. (Stan., Sheff. and Chi.)	500,000	7	Jan. & July.	" " "	1887	60	General Consol. Gold Bonds...	9,768,000	7*	June & Dec.	" " "	1902	96
Income and Extension Bonds...	1,008,000	8	May & Nov.	" " "	1902	60	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	" " "	1911	....
Equipment Mort. (Vt. Central).	1,000,000	8	" " "	" " "	1889	60	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	" " "	1911	....
Equipment Mort. (")	1,000,000	8	" " "	" " "	1891	39	2d Mort. (Mil. & Chi. R.R.) guar.	2,000	7	" " "	" " "	1888	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" " "	1891	39	1st Mort. (Chic. & Mil. R.W.) guar.	1,700,000	7	Jan. & July.	" " "	1895	104
Missisquoi R.R. (")	500,000	7	" " "	" " "	1891	39	1st Mort. (Bel. & Mad. R.R.) guar.	284,000	7	" " "	" " "	1888	....
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	" " "	1904	....	Chicago, Portage and Superior:						
Charleston and Savannah:							1st M.L.F. (Chi. & N. Pac. Air-L.)	25,000 p.m.	7*	June & Dec.	New York.	1902	....
1st Mortgage guar. by State....	505,000	6	March & Sept.	Charleston.	1877	....	Chicago, Omaha and St. Joseph:						
Funded Interest on 1st Mort....	157,400	7	" " "	" " "	1889	....	1st Mortgage for \$3,000,000.....	.....	8	April & Oct.	New York.	1901	....
Charlotte, Columbia & Augusta:							Chicago and Paducah (C. B. & Q.):						
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	....	1st Mortgage \$28,000 p. m. gold...	2,304,000	7*	Jan. & July.	Boston.	1903	....
Charters:							Chi., Pekin & Southw'n (C.B. & Q.):						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Cheraw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage skz. fund.....	9,000,000	7	Jan. & July.	New York.	1896	108
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" " "	1888	....	Chi. & Southwestern (C.B. & Q.):						
Cherry Valley, Sharon and Alb.							1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" " "	1901	....
Chesapeake and Ohio:							Chicago, Wisconsin & Canada:						
1st M. (gold) skz. fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	27	1st Mort. gold, skz. fd for \$410,000	.....	7*	Jan. & July.	New York.	1902	....
1st Mort. Extension (con. or reg)	5,425,000	7*	Jan. & July.	" " "	1902	....	Chicago and Superior:						
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" " "	" " "	1880	....	1st Mort. gold, skz. fd for \$410,000	.....	7*	Jan. & July.	New York.	1902	....
2d Mort. (") coupon.....	902,000	6	" " "	" " "	1884	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Income (") coupon.....	300,000	8	" " "	" " "	1876	....	1st Mortgage (gold) for \$5,000,000	.....	7*	Jan. & July.	" " "	1902	....
Funded Interest, coupon.....	160,500	8	" " "	" " "	1877	....	Chillicothe and Brunswick:						
Cheshire:							1st Mort., guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Coupon bonds (no Mort.).....	773,800	6	Jan. & July.	Boston.	177-80	96	Cincinnati, and Baltimore:						
Chester Creek (Phil. & Balt. Cent.)							1st Mort. guar. by B. & O. & M. & O.	322,000	7	Jan. & July.	Baltimore.	1900	100
1st Mort., guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, Hamilton and Dayton:						
Chester and Tamarac:							1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	2d Mortgage of 1865.....	500,000	7	Jan. & July.	" " "	1885	....
Chicago and Alton:							3d Mortgage of 1867.....	500,900	8	June & Dec.	" " "	1877	....
1st Mortgage, pref. sinking fund.	28,000	7	May & Nov.	New York.	1877	107	Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage.....	2,400,000	7	Jan. & July.	" " "	1893	118	1st Mort., guar. for \$2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	....
2d Mortgage Income.....	1,100,000	7	April & Oct.	" " "	1883	103	Cincinnati, Lafayette and Chi.	1,120,000	7*	March & Sept.	New York.	1901	84
Consol. Bonds (\$200 stg. each).	3,893,300	6*	Jan. & July.	London.	1903	108	Consolidated Mortgage.....	471,000	7*	June & Dec.	" " "	1914	....
1st Mort. (St. L. J. & C.) assumed	664,000	7	April & Oct.	New York.	1894	108	Cincinnati and Martinsville:						
2d Mort. (")	188,600	7	Jan. & July.	" " "	1898	92	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (Louisiana and Mo.)...	4,300,000	7	Feb. & Aug.	" " "	1900	92	Cincinnati & Muskingum Valley:						
Chicago, Burlington and Quincy:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage skz fund.....	2,671,000	8	Jan. & July.	New York.	1883	116	Cincinnati, Richmond & Chicago:						
Trust Mortgage, skz fund conv.	150,000	8	" " "	" " "	1883	....	1st Mortgage guar. by C. H. & D.	500,000	7	Jan. and July.	" " "	1895	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" " "	1890	....	2d Mortgage.....	65,000	7	" " "	" " "	189	

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):	\$ 600,000	7	Jan. and July	New York.	1913	....	Detroit & Bay City (Mich. Cent.):	\$ 2,330,000	8	May and Nov.	New York.	1902	94
Construction and Equip. bonds.....	1,096,000	6	"	"	1892	103	1st Mort. (\$424,000 guar.).....	1,828,000	8	Jan. & July.	New York.	1891	....
4th (now 3d) Mortgage guar.....	1,487,000	7	May & Nov.	"	1900	109	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.....	1,000,000	7	Jan. & July.	New York.	1880	103	1st Mortgage for \$22,000 p.m.	1,170,000	8	June & Dec.	New York	1890	....
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd bds (ass'd by L.S. & M.S.)	1,000,000	7	April & Oct.	"	1892	105	1st Mort. \$16,000 p. m. guar.....	300,000	8	Jan. & July.	"	1881	....
3d Mortgage (")	1,000,000	7	"	"	"	"	2d Mortgage, (coupon) guar.....	3,219,000	8	April & Oct.	Boston.	1896	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., a.f. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	107	1st Mortgage.....	875,000	8	June & Dec.	"	1897	....
2d Mortgage (")	800,000	7	April & Oct.	"	1886	103	1st Mortgage (on Branches).....	1,355,000	8	Feb. & Aug.	"	1893	44
Colebrookdale:							2d Mortgage.....	770,000	8	Jan. & July.	New York.	1880	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....	1st Mort. (Ionia and Lansing).....	81,000	8	May & Nov.	"	1880	....
Colorado Central (3 ft. gauge):							2d Mort. (")	2,500,000	7	May & Nov.	New York	1875	....
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....	Detroit & Milwaukee (Gt. W. of Can.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage, (D. & M.R.R.).....	1,000,000	8	"	"	1875	....
1st Mortgage Consol. skg fund.....	15,344,750	7	April & Oct.	New York.	1908	45	2d Mortgage (")	925,924	7	Jan. & July.	"	1875	....
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	"	1909	12	1st Funded Coup. (D. & M.R.R.)	375,734	7	May & Nov.	"	1875	....
Income convertible.....	3,893,000	7	"	"	1890	....	2d Funded Coup. (")	150,000	7	April & Oct.	"	1878	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	98-95	65	1st Mort. (Det. & Pontiac R.R.)	100,000	7	Jan. & July.	"	1878	....
2d Mort. (")	344,400	7	Jan. & July.	"	"	....	2d Mort. (")	250,000	8	Feb. & Aug.	"	1886	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	3d Mort. (")	110,000	7	March & Sept.	"	1886	....
1st M., a.f. (")	39,650	7	May & Nov.	"	1896	....	Bonds of Sept. 1, 1866.....	1,702,317	6*	Jan. & July.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Bonds of June 30, 1866.....						
2d Mort. (")	821,000	10	May & Nov.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	....	1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1876	103
2d Mortgage (Ind. Central).....	666,500	7	"	"	1882	....	Dixon, Peoria and Hannibal:						
1st Mort. (Tol. Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	1st Mort., guar. by C., B. and Q.	753,000	8	Jan. & July.	New York.	1889	101
Income (")	74,024	7	"	"	1906	....	Dubuque and Sioux City:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	"	....	1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	103
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							2d Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
New Mortgage for \$1,500,000....	570,500	7	April & Oct.	Boston.	1893	95	East Brandywine & Waynesboro:						
1st Mortgage sinking fund.....	289,500	6	June & Dec.	"	1876	99	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
Coupon Notes.....	607,500	7	"	"	76-81	97	East Pennsylvania (Ph. & Rdg.):						
1st Mort (Massachusetts) guar. gold	400,000	6*	Jan. & July.	"	1876	90	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	105
Connecticut River:							East Tennessee, Virginia & Ga.:						
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	92
Connecticut Valley:							2d Mortgage.....	190,000	4	"	"	82-87	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
Connecticut Western:							Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	80-86	....
1st Mortgage tax free.....	2,074,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Company Bonds (E.T. & Ga., old)	635,000	6	"	"	1876	....
Connecting (Philadelphia):							Company Bonds (" new)	135,400	6	"	"	1876	....
1st Mort. ABCD & \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	102	Eastern (Mass.):						
Coopersdown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	51
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	Loan of 1865.....	100,000	6	April & Oct.	"	1886	....
Cowanesque Valley:							Loan of 1867.....	950,000	7	March & Sept.	"	1887	53
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....	Loan of 1868.....	1,000,000	6	March & Sept.	"	88-89	....
2d Mortgage.....	100,000	7	May & Nov.	"	1882	....	Loan of 1869.....	600,000	6	May & Nov.	"	1889	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes.....	1,163,000	7	"	"	1892	49
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	2,513,500	7	"	"	83-84	49	
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds.....	2,300,000	7	May & Nov.	"	1884	51
Cumberland Valley:							Stealing Sink. Fd. Bonds.....	2,378,048	6*	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Eastern Shore (Md.):						
2d Mortgage.....	109,500	8	"	"	1908	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Plain bonds.....	81,800	6	"	"	1884	....	2d Mortgage.....	200,000	6	April & Oct.	"	1886	....
Danbury and Norwalk:							Elizabethtown and Paducah:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1870.....	200,000	7	"	"	1890	....	Elmira and Williamsport (N. Cen.):						
Mortgage Bonds of 1872.....	200,000	7	"	"	1892	....	1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Danv., Hazleton & Wilkesbarre:							Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	61
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Erie Railway:						
2d Mortgage.....	300,000	7	"	"	1885	....	1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York	1897	102
Danv., Urb. Bloom'gton & Pekin:							2d Mortgage.....	2,174,000	7	March & Sept.	"	1879	103
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....	3d Mortgage.....	4,552,000	7	"	"	1883	102
Davenport and St. Paul:							4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	101
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....	5th Mortgage convertible.....	709,500	7	June and Dec.	"	1888	105
Dayton and Michigan (C.H. & D.):							Buffalo Branch, 1st mortgage.....	182,800	7	Jan. & July.	"	1891	....
1st Mortgage sinking fund guar.	1,555,000	7	Jan. & July.	New York.	1881	....	Sterling loan (£1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1875	....
2d Mortgage, guar.....	441,000	7	March & Sept.	"	1884	....	1st Consol Mort. for \$30,000,000.	12,076,000	7*	"	NY & London.	1920	....
3d Mortgage, guar.....	355,000	7	April & Oct.	"	1888	....	2d Consol Mort. for \$40,000,000.	14,400,000	7*	June and Dec.	London.	1894	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	86-94	....	Convertible bonds.....	10,000,000	7*	J. A. J. and O.	London.	1903	....
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....	2d Mortgage.....	92,800	7	April & Oct.	"	1890	....
Income Bonds.....	252,445	6	"	"	1879	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1896	....
Dayton and Western (L. M. R.R.):							Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	European & N. American (Me.):						
1st Mortgage (")	495,000	6*	Jan. & July.	"	1905	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
Decatur, Sullivan and Mattoon:							1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899
1st Mortgage.....	500,000	8	March										

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	107 1/2
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1876	106
1st Mort. (Flushing and N. Side.)	1,325,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1896	53
1st Mort. (Central of N. Y.)	1,275,000	7	"	"	1889	....	Illinois Central:						
1st Mort. (Cent. R. R. Extension.)	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	136,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	"	London.	....	....	Sterling Bonds, Sinking Fund..	4,792,000	6*	"	"	1903	....
Fonda, Johnston & Gloversville:							Illinois Grand Trunk (C. B. & Q.)						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	933,000	8	April & Oct.	Boston.	1890	110
Fort Wayne, Jackson & Saginaw:							Indiana and Illinois Central:						
1st Mortgage, traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana North and South:						
Fort Wayne, Muncie & Cin.:							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	...
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1890	....	Indianapolis, Blooming. & West:						
2d Mortgage.....	500,000	8	"	"	1895	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	30
Frammingham and Lowell:							1st Mortgage Extension gold...	5,500,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	30	2d Mortgage.....	1,600,000	8	"	"	1890	5
2d Mortgage.....	150,000	8	"	"	1883	89	Indianapolis and Madison:						
Frederick and Pennsylvania Line:							1st Mort. assumed by J. M. & L.	397,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	Indianapolis & Vincennes:						
Fremont, Elkhorn & Mo. (S.C. & P.):							1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1908	76
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	2d Mortgage guar. by Pa. Co...	1,450,000	6	May & Nov.	"	1900	....
Galena & Chic. Union (C. & N. W.):							International and Gt. Northern:						
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	107	1st Mortgage a.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	70
2d Mortgage.....	43,000	7	May & Nov.	"	1875	102 1/2	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N.R.R.)	4,211,000	7*	Jan. & July.	"	1900	65
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82 1/2	1st Mortgage of 1897.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1899.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	1878-88	....
Georgia (and Banking):							Equipment Bonds, registered...	376,000	10	"	"	1883	86 1/2
Company bonds (debentures)...	554,500	7	Jan. & July.	Augusta	75-90	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Ullman, Clinton & Springfield:							1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. (") guar.	1,497,000	7	Jan. & July.	"	1892	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Goshen and Dockertown (Erie):							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	248,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
Grand Rapids & Indiana:							2d Mortgage.....	1,000,000	7	April & Oct.	"	1900	....
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1881	81
1st Mort. L. G. not guar. gold...	3,224,000	7*	April & Oct.	"	1899	....	Ionia and Lansing (D. L. & L.M.):						
Grand River Valley (Mich. C.):							1st Mortgage traffic guar.	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessees...	1,000,000	8	Jan. & July.	New York.	1886	94 1/2	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	85	Iowa Falls and Sioux City:						
Grand Trunk (Ca.):							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	...
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equipm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	97
Postal & Military b'ds \$1,200,000	4,000,000	6*	Feb. & Aug.	"	Perp.	....	Ironton (Penn.)						
1st Preference Bonds \$3,218,149	10,090,748	6*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$1,639,040	5,139,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$7,143,910	22,819,850	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	102 1/2
Provincial Debentures \$3,111,500	15,557,500	....	"	Ottawa.	....	....	Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	92 1/2
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1878	....	2d Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	85
Mortgage Bonds \$247,000.....	2,735,000	5 1/2	April & Oct.	"	77-78	....	Consolidated Mortgage (236 m.)	1,968,000	8	March & Sept.	"	1891	73
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Jacksonville, North West & S. East:						
Debenture Bonds \$1,743,160...	8,715,800	6	Jan. & Dec.	"	Perp.	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
Great Western Railway of 1899:							Jacksonville, Pensac. and Mobile:						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	91	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
2d Mort. " " " " " "	2,500,000	7	May & Nov.	"	1893	62	2d Mortgage.....	3,000,000	8	"	"	1890	....
Green Bay and Minnesota:							Jamestown & Frank. (L.S. & M. So.):						
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	1st Mortgage guaranteed.....	443,000	7	Jan. & July.	New York.	1897	...
Greenville and Columbia:							2d Mortgage.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage guar. by B. Car....	1,426,546	7	Jan. & July.	Columbia.	81-86	....	Jefferson (Erie):						
1st Mortgage not guaranteed....	378,768	7	"	"	81-86	....	1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	80
Greenwich and Johnsonville:							2d Mort. (") " " " "	84,000	7	"	"	1889	....
1st Mortgage.....	188,000	7	May & Nov.	New York.	1889	....	1st Mort. (Carbondale Section)..	2,000,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							Jeffersonville, Madison & Indian:						
1st Mortgage (Construction)....	1,388,000	7*	Jan. & July.	"	1902	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
Hannibal and Naples (T. W. & W.):							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	36	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
2d Mortgage.....	228,000	7	Jan. & July.	"	1890	....	Jersey City and Albany:						
Hannibal & Cent. Mo. (T. W. & W.)							1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	...
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	85 1/2	1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	....
2d Mortgage.....	250,000	7	"	"	1892	75	Joliet and Chicago (C. & Alton):						
Hannibal and St. Joseph:							1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	110
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-94	105	Junction, Philadelphia:						
Missouri State Loan.....	1,500,000	6	"	"	77-88	105	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia	1882	100
Fifteen years' bonds (277 m.)...	3,798,000	8	March & Sept.	"	1885	81 1/2	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	....
1st Mort. (Q. & Palm R.R. 16 m.)	500,000	8	Feb. & Aug.	"	1892	....	Junction and Breakwater:						
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	92 1/2	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
General Land Mortgage (377 m.)	642,000	7	April & Oct.	"	1888	106	Kalamazoo, Allegan & Gr. Rapids:						
Harlem Extension:							1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	Kalamazoo and Schoolcraft:						
Harrisburg & Lancaster:							1st Mort. assumed by L.S. & M. S.	100,000	8	Jan. & July.	New York.	1887	....
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	100	1st Mortgage guar. by lessees...	710,000	8	May & Nov.	New York.	1889	....
Hartford, Providence and Fishkill:							2d Mortgage.....	70,000	8	"	"	1889	....
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....	Kalamazoo & White Pigeon:						
1st Mort. (Conn. 96.04 m.) skg fd.	1,574,500	7	"	Hartford.	1876	....	1st Mort. assumed by L.S. & M. S.	400,000	7	Jan. & July.	New York.	1890	88
Holly, Wayne & Monroe (F. & P.M.)							Kansas City and Cameron:						
1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York.	1901	....	1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	92 1/2
Holyoke and Westfield:							Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....	1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July.	N. Y. & Bost.	1880	....
Houston:							2d Mort. (") " " " "	150,000	10	"	"	1878	....
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....	1st Mort. (St. Jo. & C.B. 78 m.) conv.	1,400,000	10	March & Sept.	"	1892	....
2d Mortgage.....	100,000	7	Feb. & Aug.	New York.	1885	....	1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....
3d Mortgage of 1890.....	100,000	6	April & Oct.	Brpt. & Bost.	1889	....	1st Mort. (") " " " "	1,000,000	7*	"	"	1893	....
Equipment Bonds.....	160,000	7	"	Bridgeport.	1883	....	Consolidated Mort. (200m.) conv.	887,000	8	March & Sept.	"	1890	....
Newton and Texas Central:							New Consol. Mort. for \$5,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
1st Mortgage L. G. skg fund, gold.	7,479,900	7*	Jan. & July.	New York.	1841	....	Kansas City & Santa Fe (L.L. & G.)						
1st Mortgage (Western Div.)...	2,500,000	7*	"	"	1843	....	1st Mortgage for \$2,000,000.....	720,000	10	May & Nov.	Boston.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:													
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Louisville, Cin. and Lexington:	\$					
1st Mort. (2d Div. 253.94 m.) gold	4,068,000	6*	June & Dec.	"	1896	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st M. (3d Div. 244.66m. & 3.0/0,0000)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	1911-76	....	2d Mortgage for \$1,000,000.....	578,000	8	April & Oct.	"	1900	....
1st Mort. (2,900,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Louisville & Frankl'n)	39,000	6	"	"	1873-78	....
1st Mort. (Leavenworth Branch)	800,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
2d Mortgage (Gov't Subsidy)....	6,808,000	6	Jan. & July.	U. S. Treas.	1905-97	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....	Louisville and Nashville:						
Kent County (Del.)							1st Mortgage (main line 185 m.)..	175,000	7	Jan. & July.	New York.	1876	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mortgage (Memph Br. 46.37m.)	47,000	7	May & Nov.	Louisville.	1875	....
Kentucky Central:							1st Mort. (Leb. Br. Ext. 73.2m.)..	88,000	7	"	"	1880-85	....
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memphis and Ohio)....	3,500,000	7	June & Dec.	New York.	1901	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	1st Mort. (Memph. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....
Keokuk and Des Moines:							Consol. M. for \$5,000,000 (392 m.)	6,964,000	7	April & Oct.	"	1898	93
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan.....	849,000	6	"	"	1880-87	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisville Loan (Lebanon Br.)..	225,000	6	May & Nov.	"	1896	....
Keokuk and St. Paul (C.B. & Q.):							Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
1st Mortgage traffic guar.....	864,000	8	April & Oct.	Boston.	1879	105	Louisv. N. Al. & St. Lo. Air-Line:						
La Crosse, Trempealeau & Prescott:							1st Mortgage gold, \$25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end. by Ga. R. R....	300,000	7	Jan. & July.	New York.	1877	....
La. Blooming. & Miss. (T.W. & W.):							1st Mortgage not endorsed....	100,000	7	"	"	1887	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
La. Muncie & Bloom. (T.W. & W.):							Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Lake Erie and Louisville:							1st Mort. " " " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	690,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort., guar. by Chl. and Sup.	600,000	7	April & Oct.	New York.	1890	....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	928,300	6	April & Oct.	Boston.	1912	95
Consol. Mort., S.F. Reg'd. d....	6,118,000	7	J. A. J. & O.	"	1900	106 1/2	\$1,110,000 Loan, tax free.....	756,800	6	Jan. & July.	"	1898	91
Consol. Mort., S.F. Coupon....	1,000,000	7	Jan. & July.	"	1900	107 1/2	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000.	8,471,000	7	June & Dec.	"	1903	97 1/2	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bost.	1890	....
Bonds of 1892 (Reg. & Coupon)	3,529,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	1901-91	96
Lake Shore Dividend Bonds:							1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1890	103 1/2	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	....
3d Mort. (") " " " " " "	1,000,000	7	April & Oct.	"	1892	105 1/2	2d Mort. (Somerset & Kennebec)	200,000	6	June & Dec.	"	1876	....
1st Mort. (Mich. So. & Nor. Ind.)	5,255,000	7	May & Nov.	"	1885	107 1/2	1st Mort. (Leeds & Farn'gton).	633,000	6	Jan. & July.	"	1901	....
2d Mort. (") " " " " " "	2,682,306	7	"	"	1877	102	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	107	Mansfield & Framing. (B.C. & F.):						
2d Mort. (") " " " " " "	819,000	7	April & Oct.	"	1886	103	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95 1/2
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	Marietta and Cincinnati:						
Mort. Bonds (") " " " " "	300,000	7	March & Sept.	"	1886	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (") " " " " "	2,850,000	7	April & Oct.	"	1898	105	2d Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	109 1/2
1st M. (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	103	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	96 1/2
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	86	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	65
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	97 1/2	Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	445,000	7	"	"	var	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
2d M. (") " " " " " "	500,000	7	June & Dec.	"	1894	....	Marquette, Houghton & Ontonagon:						
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1892	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
2d Mortgage, for \$1,000,000.....	696,000	7	"	"	1901	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	192-03	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Massachusetts Valley (C. & P. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
1st Mort. sfg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20 1/2	Maryland and Delaware:						
2d Mort. gold tax free and conv.	8,200,000	7*	April & Oct.	"	1900	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds.....	3,200,000	10	"	"	1902	....	2d Mortgage.....	160,000	6	June & Dec.	"	1889	....
Lawrence (P. Ft. W. & Chl.):							Massillon & Cleva. (C.M. V. & D.)						
1st Mortgage, guaranteed.....	335,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n:							Maysville and Lexington:						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1890	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Leaven. Lawrence & Galveston:							Memphis and Charleston:						
1st Mort. sfg fund conv. gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21 1/2	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1889	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	Tennessee State Loan.....	1,814,142	6	"	"	....	....
Lehigh and Lackawanna:							Income Bonds.....	800,000	10	March & Sept.	"	1873-78	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Memphis and Little Rock:						
Lehigh Valley:							1st Mortgage (Land Grant)....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	107	2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage (") reg.....	5,000,000	6	"	"	1898	108 1/2	Michigan Air Line (Mich. Cent.):						
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	"	1910	113	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	....
General Mort. for \$40,000,000..	5,000,000	6*	June & Dec.	"	1923	99 1/2	Michigan Central:						
General Mort., registered.....	5,000,000	6*	"	"	1922	100 1/2	1st Mortgage, convertible.....	555,000	8	April & Oct.	Boston.	1882	....
Lewist. Centre & Spruce C. (P. & E.):							1st Mortgage sinking fund conv.	1,517,000	8	"	"	1882	114
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	103 1/2
Lexington & St. Louis (A. & P.):							1st Mort. (Mich. Air Line) ass'd	1,900,0					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacifc)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O., Jack. & Gt. N. (N.O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..	2,000,000	7*	Jan. & July.	Detroit.	1890	....	1st Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	1,012,500	7	May & Nov.	New York.	'74-'84	....	Consol. Mort. for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St. L. & Chl.)	2,000,000	8	Feb. & Aug.	"	1886	....	New Orleans, Mobile and Texas:						
1st Mortgage.....	3,708,500	7*	May & Nov.	"	1912	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
2d Mortgage.....	2,640,000	7*	Jan. & July.	.....	1900	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	New York.	1915	....
General Mort. for \$8,000,000 gold	1,254,000	7	April & Oct.	Memphis.	1876	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
Mississippi, Ouachita & Red Riv.	430,547	6	Jan. & July.	"	'81-'93	....	New York, Boston and Montreal:						
1st Mortgage gold.....	800,000	7	Feb. & Aug.	New York.	1902	....	1st Mortgage for \$12,250,000.....	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H.C.)	4,000,000	6*	May & Nov.	London.	1904	....
1st Mortgage.....	1,254,000	8	Jan. & July.	"	1876	....	1st Mort. for \$200,000, guar.....	5,936,828	6	May & Nov.	New York.	1883	105
Consolidated Mortgage.....	800,000	7	Jan. & July.	"	1900	....	Debt Certificates (N. Y. Cent.)	1,514,000	7	Feb. & Aug.	"	1876	102
Tennessee State Loan.....	2,000,000	7	June & Dec.	.....	1910	....	Bonds for debts assm'd (N. Y. C.)	74,500	6	May & Nov.	"	1883	....
Mississippi Valley and Western:							Bonds for B. & N. F. stk (")	592,000	6	"	"	1883	102
1st Mortgage \$20,000 p. m.....	2,000,000	7*	Jan. & July.	New York.	1899	....	Bonds for R. R. Stocks (")	182,000	6	"	"	1883	101
Missouri, Iowa and Nebraska:							Bonds for Real Estate (")	2,431,000	6	June & Dec.	"	1887	104
1st Mortgage gold, sinking fund.	3,220,000	6*	Jan. & July.	New York.	1899	....	Bonds of 1884 renewed (")	1,794,000	7	April & Oct.	"	1885	112
Missouri, Kansas and Texas:							2d Mort. (Hudson River) S. F.....	1,960,000	7	Jan. & July.	"	1891	....
1st Mort. (U. Pac. S. Br.) skg fund	382,000	7*	June & Dec.	"	1903	....	Bonds of 1871, tax free.....	3,904,000	7	"	"	1903	110
1st Mort. (Teb. & Neesho) S. F.	10,418,000	1*	Feb. & Aug.	"	1904	56	1st Mort., coup. } for \$30,000,000	9,733,333	6*	"	London.	1903	....
Consol. Land Grant, skg fd gold	2,600,000	7	"	"	1905	....	1st Mort., reg'd }						
Additional Consol. Mort.....	600,000	7	"	"	1906	....	1st Mort. Sterling for £2,000,000	108,000	6	Feb. & Aug.	New York.	1893	....
Further Add. Consol. Mort.....	5,000,000	10	Jan. & July.	New York.	1889	55	Consolidated Mortgage of 1863..	108,899	7	Jan. & July.	"	1881	....
Missouri River, Ft. Scott & Gulf:							Sinking Fund Mortgage of 1861.	6,822,000	7	May & Nov.	"	1900	119
1st Mortgage, Land Grant, S. F.	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	Consol. Mort. of 1872, coupon. }				"	1900	118
2d Mortgage.....	877,500	7	Jan. & July.	Savannah.	1876	....	N. York, Housatonic & Northern:						
1st Mortgage.....	800,000	8	"	"	1889	....	1st Mortgage.....	240,000	7*	April & Oct.	New York.	1902	....
Plain bonds.....	33,500	8	"	"	1887	....	New York, Kingston & Syracuse:						
Mobile and Montgomery:							1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	New York, N. Haven & Hartford:						
2d Mortgage.....	800,000	8	"	"	1900	....	1st Mort. (Hartford & Portchester)	1,000,000	7	.....	New York.	1903	....
Mobile and Ohio:							New York and Oswego Midland:	8,000,000	7*	Jan. & July.	New York.	1894	....
1st Mortgage Sterling.....	5,686,000	6*	May & Nov.	Mo. & Lond.	1883	....	1st Mortgage gold, tax free.....	2,500,000	7	May & Nov.	"	1896	....
Interest bonds.....	1,524,300	8	"	"	'76-'83	....	2d Mortgage convertible.....	1,500,000	7	"	"	1896	....
Sterling Interest bonds.....	769,920	6*	"	"	1883	....	2d Mortgage non-convertible...	3,800,000	7	"	"	1896	....
Tennessee Substitution Bonds.....	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	3d Mort., Equipment.....	2,425,000	7	"	"	1896	....
Special Mort. (Gainesville Br.)	65,000	8	May & Nov.	Mobile.	1877	....	1st Mort. (West. Extension)...	1,200,000	7	"	"	1896	....
2d Mortgage.....	1,465,858	8	March	"	1877	....	Consolidated Mortgage.....						
Consol. Mort. for \$18,000,000.....	977,550	8	Jan. & July.	N.Y. & Lond.	1904	....	New York, Providence & Boston:						
Convertible 3 per cent. bonds...	1,800,000	7*	March & Sept.	New York.	....		1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
Montclair (N. Y. & O. Mid.):							Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
1st Mortgage gold, guar.....	780,000	7	"	"	1887	....	Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
2d Mortgage.....	888,400	7	"	"	1887	....	General Mort. for \$1,000,000.....	337,000	7	Jan. & July.	"	1899	....
Income Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	Norfolk & Petersburg (A.M. & O.)						
Montgomery and Erie (Erie):							1st Mortgage.....	187,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	47,000	7	April & Oct.	"	1887	....	2d Mortgage.....	488,000	8	"	Norfolk.	1893	....
2d Mortgage.....	1,040,000	8*	March & Sept.	New York.	1886	....	North Carolina:						
1st Mortgage end. by Ala. gold.	380,000	8	June and Dec.	"	1900	....	1st Mortgage.....	376,000	8	May & Nov.	Co's Shops, N.C.	1878	....
Monticello and Port Jarvis:							North Eastern (S. Car.):						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
Morris and Essex (D. L. & W.):							2d Mortgage.....	226,600	8	"	"	1899	....
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	118	North Missouri (St. L., K.C. & N.):						
2d Mortgage guar.....	2,000,000	7	Feb. & Aug.	"	1891	110	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	100
Convertible bonds.....	384,800	7	Jan. & July.	"	1900	103	North Pennsylvania:						
Construction bonds.....	573,000	7	Feb. and Aug.	"	1889	103	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	104
Gen'l M. (1st on Boonton Br.) gr.	4,821,000	7	April & Oct.	"	1901	105	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	103
Special Mortgage.....	1,023,000	7	"	"	1915	....	Chattel Mortgage.....	380,000	10	April & Oct.	"	1877	103
Consol. mort. for \$25,000,000 guar.	3,000,000	7	June & Dec.	"	1915	....	General Mortgage.....	488,500	7	Jan. & July.	"	1903	107
Nashville, Chattanooga & St. Louis:							North Shore (Flush., N.S. & Cent):						
1st Mort., endorsed by Tenn.....	1,450,000	6	Jan. & July.	New York.	'74-'83	82	1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
2d Mort. (Government Subaldy)	1,000,000	4	"	"	'81-'91	....	Northern Central:						
New Mortgage.....	6,800,000	7	"	"	1913	....	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Nashville and Decatur (L. & Nash.):							2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	102
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	103
2d Mortgage gold.....	600,000	6*	April & Oct.	Nashville.	1887	....	3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	101
Naugatuck:							Income conv. coupon.....	1,000,000	7	April & Oct.	Harrisburg.	1880	....
1st Mortgage.....	102,000	7	Jan. & July.	Bridgeport.	1876	....	Income coupon.....	3,000,000	7	Jan. & July.	"	1922	....
Newark & New York (C. of N.J.):							Consol. Mort. coupon.....	2,599,000	6*	"	Baltimore.	1900	100
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Consol. Mort. registered.....	205,000	6*	April & Oct.	"	1900	....
Newark, Somerset & Straitsville:							Consol. General Mort. S. F.....	2,964,000	6*	Jan. & July.	Lond. & Balt.	1904	....
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	97	Northern New Jersey (Erie):						
New Bedford:							1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	Northern Pacific:						
New Issue for \$300,000.....	400,000	7	"	"	1894	105	1st Mort. on R.R. & lands gold..	30,007,600	7.3*	Jan. & July.	New York.	1900	14
New Haven and Derby:							Northwestern Virginia:						
1st Mortgage.....	625,000	7	Various.	New Haven.	'98-'00	....	3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	97
New H. Middle'n & Williaman:							Northwestern Union (C. & N.W.):						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	3,500,000	7*	.....	New York.	....	....
2d Mortgage.....	3,000,000	7	"	"	1881	....	Norwich & Worcester (B.H. & E.):						
New Haven and Northampton:							1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1890	....	Construction Bonds.....	150,000	7	"	"	1877	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	"	'80-'82	....	Nyack and Northern:						
Holyoke and Westfield bonds.....	200,000	7	"	"	1891	....	1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
New Jersey Midland (N.Y. & O.M.):							Ogdensburg and Lake Champlain:						
1st Mortgage gold, guar.....	3,000,0												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:	\$						Philadelphia, Wilmington & Balt.:	\$					
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	102	Mortgage Loan, convertible.....	290,000	6	Jan. & July.	Phila. & Bost.	1884	101 1/4
Plain Bonds.....	32,000	5	"	"	1884	99 1/4	Loan of 1886.....	161,000	6	April & Oct.	"	1876	
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	101 1/4	Loan of 1887.....	1,000,000	6	"	"	1887	101 1/4
New Bonds for \$3,000,000.....	1,692,000	7	March & Sept.	"	1894	111	Loan of 1872.....	700,000	6	"	"	1892	
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	105 1/2	Loan of 1875.....	639,000	6	"	"	1900	
Omaha and Northwestern:							Pickering Valley (Phila. & Rdg.):						
1st Mort. Land Grant, Gold.....	16,000 pm	7 1/2	Jan. & July.	New York.	1901	....	1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	....
Omaha and Southwestern:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	92 1/2	1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia	1899	....
Orange, Alex. and Manassas—							1st Mort. (Staub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	82 1/2
See Wash. C., Va. Mid. & Gt. So.							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	87 1/2
Oregon and California:							Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	"	1913	....
1st Mortgage gold.....	10,950,000	7	April & Oct.	New York.	....	....	Pittsburg, Ft. Wayne & Chicago:						
Osgo Valley & Southern Kansas:							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	111 1/2
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Oshkosh & Miss. (C. M. & S. P.):							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Oswego and Rome (B. W. & O.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series G).....	800,000	7	Jan. & July.	"	1912	109 1/2
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	"	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series I).....	800,000	7	March & Sept.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series K).....	800,000	7	April & Oct.	"	1912	....
1st Mortgage guar. by C. B. & Q.	1,131,000	8	Jan. & July.	N. Y. & Bost.	1900	106	2d Mortgage (Series L).....	800,000	7	May & Nov.	"	1912	....
Owensboro' and Russellville:							2d Mortgage (Series M).....	800,000	7	June & Dec.	"	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	103 1/2
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	97	Equipment bonds.....	1,000,000	8	March & Sept.	"	1884	....
2d Mortgage sinking fund.....	2,804,000	7	Jan. & July.	"	1891	84	Pittsburg, Va. and Charleston:						
Income Bonds.....	1,500,000	7	Mar. and Sept.	"	1892	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
St. Louis County Debt.....	700,900	7	Monthly.	St. Louis.	1885	....	Pittsburg, Wash. & Baltimore:						
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	1st Mort. (Pittsb. & Conn. & N.Y.)	4,000,000	7	Jan. & July.	Baltimore.	1898	103 1/2
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	"	1893	....	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Leav. Atch. & N. W.)	500,000	7	"	"	1889	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6 1/2	June & Dec.	"	1899	....	Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1888	....
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,805,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mortgage for \$3,000,000.....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	....
Panama:							Port Huron and Lake Michigan:						
General Mortgage, stig £597,800.	2,889,830	7 1/2	April & Oct.	London.	1897	....	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Paris and Decatur:							Portland & Ogdensb. (Me. & N. H.):						
1st Mortgage gold, S. F.....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	1st Mort. (Maine Section) gold..	800,000	6 1/2	Jan. & July.	Boston.	1900	....
Paterson and Newark (Erie):							Consol. Mort. gold, for \$3,300,000	149,000	6 1/2	May & Nov.	"	1901	50 1/2
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1875	....	Portland and Ogdensburg (Vt.):						
Pekin, Linc. & Decatur (T. W. & W.):							1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N. Y. & Bost.	1891	40
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	90	Portland and Oxford Central:						
Pemberton & Hight. (U. O. of N.):							1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	100	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage gold (S. F.) 1st series	1,800,000	7 1/2	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage (equal lien).....	160,000	7	April & Oct.	"	1887	....
1st Mortgage gold (S. F.) 2d series	979,000	7 1/2	"	"	1900	....	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	"	1891	....
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	104 1/2	1st Mortgage gold, skg fd.....	1,500,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	....
General Mortgage.....	10,999,780	6	J. A. J. & O.	Philadelphia.	1910	103 1/2	1st Mort. gold, guar. by Ga. Co.	1,000,000	7 1/2	"	"	1889	....
(General Mortgage, registered.)	29,250,000	6 1/2	Jan. & July.	London.	1905	98	Portsmouth, Gt. Falls & Conway:						
Consolidated Mortgage.....	5,007,380	5	April & Oct.	Philadelphia.	1875-90	....	1st Mort. guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	80
State lien for \$7,500,000, skg fd	487,500	7	Feb. and Aug.	New York.	1881	....	Poughkeepsie and Eastern:						
Pennsylvania Coal:							1st Mort. gold, conv. & tax free..	644,500	7 1/2	Jan. & July.	New York.	1910	....
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	2d Mortgage.....	78,000	7	"	"	....	....
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage.....	519,000	7	April & Oct.	Philadelphia.	1903	....	1st Mortgage.....	600,000	6	Jan. & July.	Providence.	1880	....
Pennsylvania & New York (L. V.):							Stoughton Branch bonds.....	1,000,000	6	"	"	....	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	109	Quincy, Alton and St. Louis:						
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	....	1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	....
Peoria & Bureau Val. (C. R. L. & P.):							Quincy and Palmyra:						
1st Mortgage guaranteed.....	800,000	8	Jan. & July.	New York.	1877	....	1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Peoria & Hannibal (C. B. & Q.):							Quincy and Toledo (T. W. & W.):						
1st Mortgage, traffic guarantee..	571,000	8	Jan. & July.	Boston.	1878	104	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	50
Peoria, Pekin and Jacksonville:							Quincy & Warsaw (C. B. & Q.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1884	....	1st Mortgage, guaranteed.....	750,000	8	Jan. & July.	Boston.	1890	105 1/2
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	"	1900	....	Reading and Columbia (P. & R.):						
Peoria and Rock Island:							1st Mort., Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1882	97
1st Mort. gold, conv. & tax free..	1,500,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1900	....	2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	Rensselaer and Saratoga:						
Perkiomen (Phila. and Rdg.):							2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	117 1/2
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	90	3d Mortgage.....	150,000	7	"	"	1887	....
Petersburg:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	1909-08	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	....
2d Mortgage.....	500,000	8	"	"	1902	....	1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	"	1894	....
Philadelphia and Baltimore Cent.:							Consol. Mort. for \$2,000,000.....	1,925,000	7	May and Nov.	"	1921	92
1st Mortgage (Penn. Div. 364 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Richmond and Danville:						
1st Mortgage (Md. Div. 94 m.)...	300,000	6	"	"	1891	....	Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1880	....
2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	"	"	1900	....	1st Mort. (Piedmont Branch)....	157,800	6	"	"	1888	....
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N. O.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	....	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	102 1/2	Consolidated Mortgage.....	1,766,000	6	May and Nov.	New York.		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:							South Carolina:						
1st Mortgage.....	340,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	6*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	897,000	7	"	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	"	"	1879	....	Domestic (I) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (J) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	75,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (St. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr.....	6,500,000	8*	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " " " " "	200,000	7	"	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York.	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg fd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	111	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg fd. (Series B).....	1,100,000	7	April & Oct.	"	1894	106	South and North Alabama.						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	91	1st Mort. endor. by Ala. gold.....	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	75	Sterling Mort. guar. by L. & N.	£1,106,000	8*	May & Nov.	London.	....	....
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1894	75	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed.....	7,188,500	6*	Jan. & July.	New York.	1888	62
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	99
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	102	South Side, Va. (A., M. and O.):						
2d Mort. (").....	6,000,000	7*	May & Nov.	"	1897	78	1st preferred bonds.....	675,800	8	Jan. & July.	New York.	'84-'90	....
1st Mort. L.G. (Arkansas R.R.).....	2,500,000	7*	June & Dec.	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	"	"	1897	....	3d preferred bonds.....	452,800	6	"	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	Southern Central (N.Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1890	....
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1882	108
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:							1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	88	Southern of L. L.:						
Real estate & 2d M. for \$3,000,000	993,900	7	March & Sept.	"	1899	....	1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
St. Louis, Lawrence and Denver:							2d Mort. Sunk Fund.....	1,500,000	7	May & Nov.	"	....	80
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg fd. con	1,000,000	7	"	"	1896	....	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nash.).....	1,000,000	7	Jan. & July.	"	1897	....	1st Mortgage gold for \$23,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	South Western (Gen. of Ga.):						
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	1st Mortgage (Muscogee) conv.....	300,000	7	"	"	'72-'76	....
St. Paul and Iowa Southwestern:							Spartanburg and Union:						
1st Mortgage.....	4,500,000	7*	May & Nov.	....	1903	....	1st Mortgage, end. by S. Car	250,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
2d Mort. (" do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	Springfield & Illinois S. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d M. (" do.) R.R. & Lands.	8,500,000	7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
General Mortgage for \$15,000,000	....	7*	"	"	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & T. H. S.:							1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Staten Island:						
Salem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	56
1st Mortgage.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Stanstead, Shefford and Chamblay:						
Salem and Lowell (B. & L.):							1st Mort. Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	48
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	97	Sullivan (Central Verm.):						
Sand, Mansfield & Newark (B. & O.):							1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
1st Mortgage guaranteed.....	2,261,000	7	Jan. & July.	New York.	1900	101	2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
Saratoga & Whitehall (R. & S.):							Sullivan and Erie:						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Savannah, Albany & Gulf (A. & G.):							Summit Branch:						
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	8
Savannah and Charleston:							Sunbury and Lewiston:						
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
Funded interest bonds, guar.....	111,800	7	"	New York.	1889	....	Suspens. Bridge & Erie June (E.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	1,000,000	7	"	New York.	....	....
1st Mortgage for \$500,000 guar.....	162,000	7	Jan. & July.	Macon.	1891	....	Syracuse, Bing. & N.Y. (D.L. & W.):						
Savannah and Memphis:							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mort. gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Schenectady & Susq. (D. & H. Can.):							Syracuse and Chenango Valley:						
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
Schoharie & Three R. (L.S. & M.S.):							Tebo and Neosho (M. K. & T.):						
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
Seaboard and Roanoke:							Terre Haute & Indianapolis:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
Selma and Gulf:							Bonds of 1873 for \$1,600,000.....	516,000	7	"	"	1894	....
1st Mort. (guar. by Ala.).....	1,583,000	8	April & Oct.	New York.	1890	....	Texas and Pacific:						
Selma, Marion and Memphis:							1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Toledo, Can. Southern & Detroit:						
Selma, Rome and Dalton:							1st Mortgage.....	1,350,000	7	Jan. and July.	....	1906	41
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	Toledo, Peoria and Warsaw:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	1st Mortgage (Eastern Div.).....	1,600,000	7	June & Dec.	New York.	1894	85
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1896	85
Shamokin Valley & Pottsville (N.C.):							2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	45
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	98	Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	"	1879	....
Shenandoah and Allegheny:							Consol. Mort. for \$5,200,000.....	1,500,000	7	May & Nov.	"	1910	45
1st Mortgage for \$1,000,000.....	708,000	7	April & Oct.	New York.	1889	....	1st Mortgage (Burl. Branch).....	280,000	7	July & Dec.	"	1901	50
2d Mortgage.....	400,000	7	April & Oct.	New York.	1891	....	Toledo, Wabash and Western:						
Shore Line (N. Y., N. H. & Hart.):							1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	63
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	"	"	1890	93
Sioux City and St. Paul:							1st Mort. (St. West. Rwy. of '59)	2,500,000	7	"	"	1895	91
1st Mortgage.....	1,240,000	8	May and Nov.	New York.	1901	....	1st Mort. (Quincy and Toledo)	600,000	7	May & Nov.	"	1896	65
Land Grant Mortgage gold.....	500,000	7*	"	"	1901	....	1st Mort. Ill. & South'n Iowa	300,000	7	Feb. and Aug.	"	1882	65
2d Mortgage.....	450,000	8	"	"	....	....	1st Mort. (Decatur & East St. L.)	2,700,000	7	F. M. A. & N.	"	1889	69
Equipment bonds.....	165,000	10	"	"	....	....	2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	"	1878	65
Sioux City and Pacific:							2d Mort. (Wabash & Western)	1,500,000	7	"	"	1878	65
1st Mortgage gold.....	1,629,000	6*	Jan. & July.	New York.	1898	101	2d Mort. (St. West. Rwy. of '59)	2,500,000	7	"	"	1888	62
2d Mort. (Gov. Subsidy).....	1,028,200	6	"	U.S. Treasury.	1898	....	Equipment (Toledo & Wabash)	600,000	7	"	"	1885	....
							Consol. S. F. 1st Mortgage.....	2,610,000	7	F. M. A. & N.	"	1907	57
							Consol. 2d mort. gold.....	2,186,000	7*	Feb. and Aug.	"	1893	....
							Traverse City (Gr. Rap. and Ind.):						
							1st Mortgage.....	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	50,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	90
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	" " "	"	1890	105
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " " " " " "	300,000	6	" " "	"	1890	104
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	" " "	"	1890	99
3d Mortgage.....	600,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	" " "	"	1895	102
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	" " "	"	1900	104
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	" " "	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6a	Jan. and July.	New York.	1899	98 1/2
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	80
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,300,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,250,000	6a	Jan. & July.	N. Y. & Bos.	'96-'99	103	Western Union (Chi., M. & St. P.):						
1st Mort. Land Grant.....	7,882,000	7	Apr. and Oct.	"	1887	102 1/2	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,250,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	West Jersey:						
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	99 1/2	Debenture bonds guar. by O. & A.	400,000	6	March & Sept.	Camden.	1883	85
Omaha Bridge B'da, stg \$500,000	2,500,000	8a	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	103
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,000,000	6a	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	95
Union Pacific, S. Br. (M.K. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	107
1st Mortgage gold, skg fund.....	3,230,000	6a	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (O.C. & A. Riv.):							1st Mort. land gr. gold skg fund	3,900,000	7a	Jan. and July.	N.Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	60	1st Mort. (Southern Extension).	640,000	7a	"	"	1902	....
United N. J. R. R. & Canal Cos.							White Water Valley:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	100 1/2	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$369,200 (U. Co's)	1,844,000	6a	"	"	1894	....	Wico Mico and Pocumoke:						
Sterling Loan \$369,000 (")	1,800,000	6a	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1884 St. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro':						
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3rd to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	London.	1890	....	Wilmington, Colum. & Augusta:						
Sterling S.F. \$292,000 (O. & A.M.)	1,310,000	6a	Feb. and Aug.	London.	1889	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	40
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	104 1/2	Wilmington and Reading:						
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	102	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	105 1/2	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	....
Utah Central:							Sinking Bonds.....	221,400	7a	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1896	100
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7.5	J. A. J. & C. Phil. & Wilm.	1892	....	....
Utica and Black River:							Winona & St. Peter (O. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	87
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	75
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,875,000	7a	June & Dec.	"	1906	....
1st Mortgage, Sterling.....	1,500,000	7.5	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,500	7a	Jan. and July.	Boston.	1901	30
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	650,000	6	Jan. and July.	Boston.	1883	100 1/2	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104 1/2	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	'81-'87	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
General 2d series (blue).....	850,000	7	"	"	1890	....	CANAL BONDS.						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	86
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	Chesapeake and Ohio:						
Vineyard:							Sterling Loan guaranteed.....	4,375,000	6a	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien).....	1,692,500	6	Jan. and July.	Baltimore.	1885	105
Virginia and Tennessee (A.M. & O.):							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
Enlarged Mortgage.....	990,000	6	Jan. and July.	N.Y. & Lynch.	1884	98	Delaware and Hudson:						
4th Mortgage.....	870,000	8	March & Sept.	"	1900	67 1/2	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	165
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	regis. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	110
Funded Interest.....	228,300	8	"	"	1880	....	tered. 3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	110 1/2
Income Mortgage (fundable).....	95,500	8	"	"	1886	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	108
Walkill Valley (Erie):							Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
1st Mortgage gold, tax free.....	810,500	7a	Apr. and Oct.	New York.	1901	....	Lehigh Coal and Navigation:						
Warren (D. L. & W.):							Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	98
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Convertible Bonds.....	41,550	6	"	"	1882	96
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106	Convertible Loan, gold.....	704,000	6a	March & Sept.	"	1894	104
Warren & Franklin (O.C. & A.M.):							1st Mortgage, registered.....	5,381,963	6	J. A. J. & O.	"	1884	105
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	87	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	104 1/2
Warwick Valley (Erie):							Mortgage (equip.) Loan, gold.....	4,692,500	6a	June & Dec.	"	1897	103 1/2
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Consolidated Mortgage.....	1,063,000	7	"	"	1911	106
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	744,000	7	Feb. and Aug.	"	1892	97 1/2
1st Mortgage.....	150,000	9a	May and Nov.	New York.	1893	....	Monongahela Navigation:						
Washington City, Va. Mid. & Gt. So.							1st Mortgage.....	108,000	6	Jan. and July.	New York.	1887	....
1st Mort. (O. Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	79	Morris (and Banking):						
2d Mort. (")	850,000	7	"	"	1891	....	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1878	99
1st Mort. Orange & Alexandria	400,000	6	May and Nov.	"	1873	91	Boat Loan, sinking fund.....	238,965	7	Apr. and Oct.	"	1899	101
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	70	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
3d Mort. (")	600,000	8	May and Nov.	"	1873	70	Pennsylvania:						
4th Mort. (")	700,000	8	March & Sept.	"	1880	44	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	72 1/2
Funded Coupons (do.)	722,664	....	"	"	....	....	1st Mortgage (W. Val. Can.).....	600,000	6	"	"	1878	....
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	Schuylkill Navigation (Ph. & Rdg.)						
Virginia State Loan.....	249,962	7	Jan. and July.	"	'92-'98								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

As entered (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Year Ending	Railroad			Rolling Stock			Companies	Property and Assets			Liabilities			Operations			Earnings			Value of Shares				
	M.	M.	M.	M.	M.	M.		M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	
	Trunk Line	Branch Line	Track and Siding	Engines	Pass.	Freight		Railroad	Rolling Stock	Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	Railroad Operated	Trains Moved	Passengers	Freight	Gross	Net	Dividends	Market.	
Sept. 30, 1874	40.0			2,125.0				Adirondack	3,113.515	3,201.220	66,432	3,705,000	1,000,000	1,000,000	1,000,000	1,000,000	71,297	27,870	28,218	65,724	22,300	100		
Sept. 30, 1874	81.3			4.9				Alabama	3,160,000			2,000,000	1,000,000	1,000,000	1,000,000	1,000,000	92.8						100	
Dec. 31, 1874	296.0			14.8				Alabama and Chattanooga	10,600,000			7,000,000	1,000,000	1,000,000	1,000,000	1,000,000	296.0						100	
Sept. 30, 1874	124.0			21.0				Albany and Susq. (V.D. & H.)	8,935,023			2,000,000	1,000,000	1,000,000	1,000,000	1,000,000	213.7						100	
Oct. 31, 1874	242.0			18.5				Allegheny Valley	24,638,765	1,841,908		2,256,400	1,000,000	1,000,000	1,000,000	1,000,000	213.7						100	
Oct. 31, 1874	4.5			0.3				Allentown (P. & R.)	688,744			688,744											100	
Dec. 31, 1874	99.0			3.7				Arkansas Branch (St. L. & Iron M.)	3,321,260	19,971	66,432	2,499,000	1,000,000	1,000,000	1,000,000	1,000,000	163,190						100	
Dec. 31, 1874	150.0			6.2				Ashland Youngstown & Pitts. (Pa. Co.)	3,685,164	294,260	46,991	1,795,560	1,000,000	1,000,000	1,000,000	1,000,000	217,283						100	
Dec. 31, 1874	469.3			38.9				Atchison, Topeka & Santa Fe	3,685,164			6,615,000	1,000,000	1,000,000	1,000,000	1,000,000	123,853						100	
Feb. 28, 1874	298.5			9.7				Atlanta and Richmond Air Line	11,748,000			7,500,000	1,000,000	1,000,000	1,000,000	1,000,000	706,946						100	
June 30, 1874	81.0			7.9				Atlantic and West Point	1,197,635			1,232,200	83,000	330,377	83,446								100	
Sept. 30, 1874	327.5			10.0				Atlantic and Great West	1,197,635			1,232,200	83,000	330,377	83,446								100	
Dec. 31, 1874	408.0			20.0				Atlantic and Gulf	7,806,213	95,068	1,832,001	4,479,677	1,000,000	1,000,000	1,000,000	1,000,000	588,457						100	
Dec. 31, 1874	96.0			4.0				Atlantic and Mississippi	2,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	43.0						100	
Dec. 31, 1874	323.0			37.2				Atlantic and North Carolina	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	184.7						100	
Dec. 31, 1874	148.0			8.5				Atlantic and Pacific	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	883,445						100	
Nov. 30, 1874	83.0			8.5				Atlantic and St. Lawrence	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	106,270						100	
Oct. 31, 1874	61.2			4.5				Augsburg and Savannah	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	983,751						100	
Sept. 30, 1874	379.0			42.5				Bald Eagle Valley	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	4,955,751						100	
Sept. 30, 1874	109.5			12.8				Baltimore and Ohio	3,804,886	11,749,931	1,131,000	16,818,362	2,000,000	1,000,000	1,000,000	1,000,000	80,000						100	
Sept. 30, 1874	109.5			12.8				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	73.0			3.9				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2			2.5				Washington Branch	1,000,000			1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	18,000						100	
Dec. 31, 1874	48.2	</																						

[illegible]

the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

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—Pr. 30,	572	237
Dec. 31, 1874	28	75
Dec. 31, 1874	75	31
Nov. 30, 1874	32	32
Sept. 30, 1874	32	32

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Div'ds		
		Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic and Great Western, pref....	10,000,000	p c	p c	p c
Atlantic, Mississippi and Ohio, pref....	800,000	7	7	...

WHOLESALE PRICE CURRENT.

IRON--**DUTY**: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, \$6; Scrap Wrought, \$8 per ton. No Bar Iron to pay a less duty than 36 per cent. ad val.

Pig, Scotch-Coinless.....	per ton 20	@ 30 50
Gartsherrie.....	—	@ 30 50
Summerlee.....	—	@ 30 50
Carnbroe.....	—	@ 30 50
Langloan.....	—	@ 30 50
Glenarnock.....	28	@ 28
Eglington.....	27 50	@ 28
Pig, American, No. 1.....	22	@ 22
Pig, American, No. 2.....	20	@ 22
Pig, American, Forge.....	19	@ 20
Bar, Refined, English and American.....	—	@ 20
Bar, Sweden, assorted sizes.....(gold), 100	—	@ 20
STORE PRICES.		
Bar, Sweden, ordinary sizes.....	130	@ 132 50
Bar, Sweden, Plover sizes.....	—	@ 1
Bar, Refined, $\frac{1}{2}$ to 2 in. rd. & sq. 1 to 6	—	@ 24 @
inch x $\frac{1}{2}$ to 1 in.....	—	@ 24 @
Bar Refined, $\frac{1}{4}$ to 6 by $\frac{1}{2}$ & 5-16 in.....	27 @	@ 27 @
Bar Refined, 1 & $\frac{1}{4}$ by $\frac{1}{2}$ & 5-16.....	27 @	@ 27 @
Large Rounds, 2 $\frac{1}{2}$ @ 2 $\frac{1}{2}$ to 3 $\frac{1}{2}$ @ 4 in.....	27 @	@ 27 @
Scroll.....	32 @	@ 61
Ovals and Half-round.....	31 @	@ 42
Band, 1 to 6 in. by 3-16 to No. 12.....	29 @	@ 42
Horse Shoe.....	4 @	@ 4
Rods, $\frac{1}{2}$ @ 3-16 inch.....	26 @	@ 47
Hoop, $\frac{1}{2}$ by No. 22 to 1 & $\frac{1}{4}$ by 13 & 14.....	55 @	@ 33
Nail Rod.....	72 @	@ 33
Sheet Russia, as to assortment.....(gold)	—	@ 15
Sheet, Single, D. and T. Common.....	31 @	@ 4
Sheet, Doubles and Trebles, Charcoal.....	5 @	@ 64
Sheet Galvanized 1st and 2d quality. List 25 @ 5 p. ct. disc.	—	@ 5 p. ct. disc.
Rails, English.....(gold).....	—	@ 45
Rails, American, at Works in Penna. c'y. 43	—	@ 45
STEEL—DUTY: Bars and Ingots, valued at 7 cents per		
lb. or under, 24 cents; over 7 cents and not above 11, 3	—	—
cents per lb.; over 11 cents, 34 cents per lb. and 10 per	—	—
cent. ad val. (Store Prices.)	—	—
English, Cast, (2d and 1st quality).....per lb.	14 @	@ 16
English Spring (2d and 1st quality).....	64 @	@ 64
English Bilster (2d and 1st quality).....	9 @	@ 14
English Machinery.....	94 @	@ 104
English German (2d and 1st quality).....	104 @	@ 114
American Bilster.....	—	@ 9
American, Cast, Tool.....	—	@ 16
American, Cast Spring.....	—	@ 9
American Machinery.....	—	@ 10
American German Spring.....	—	@ 35
NAILS—DUTY: Cut, 14; Wrought, 24. Wrought Horse		
Shoe, 5 cents per lb.; Copper, 45 per cent; Yellow Metal	—	—
and Zinc, 35 per cent. ad val.	—	—
10d. to 60d. Com. Fence. & Sheath per keg.	—	@ 3 10
8d. and 9d. ".....	—	@ 3 35
6d. and 7d. ".....	—	@ 3 50
4d. and 5d. ".....	—	@ 3 50
3d. and 4d. Light.....	—	@ 3 85
3d. Fine.....	—	@ 4 60
2d. ".....	—	@ 5 35
Out Spikes, all sizes.....	—	@ 3 35
TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets		
and Terne Plates, 1 1-10 cents per pound.	—	—
Blanca.....(gold) per lb.	—	@ 224
Straits.....(gold).....	17 @	@ 174
English, L. & F.....(gold).....	174 @	@ 174
English, Refined.....(gold).....	—	@ 174
Plates—Fair to good brands.	—	Gold.
I. C. Charcoal.....per box.	7	@ 7 50
1. C. Coke.....	6	@ 6 50
Coke Terne.....	5 75	@ 6 124
Charcoal Terne.....	6 25	@ 6 50

Philadelphia Stock Exchange

Actual Sale Prices for the week ending July 18.

[illegible]

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 18

	W.12.Tb.13 F.14.	Sat.15.M.17.Tu.18.
Baltimore and Ohio.....	125 1/2	125 1/2
6s, 1880.....	100	100
6s, 1885.....	104	104
Central Ohio.....	100	100
1st mortgage.....	101	101
Marietta & Cincinnati.....	100	100
1st mortgage, 7s.....	109	109 1/2
2d mortgage, 7s.....	98	98 1/2
3d mortgage, 8s.....	96	96 1/2
Northern Central.....	33 1/2	33 1/2
2d mortgage, 6s 1885.....	102	102
3d mortgage, 6s, 1900.....	100 1/2	100 1/2
6s, 1900, Gold.....	100 1/2	100 1/2
Orange and Alex. 1st.....	100	100
2d mortgage, 6s.....	100	100
3d mortgage, 8s.....	100	100
4th mortgage, 8s.....	100	100
O., Alex. & Manassas.....	100	100
Pittsb. & Connellsv. 7s 102 1/2	103	103 1/2
Virginia 6s, Consol.....	66	66 1/2
Consol.Coupons.....	84 1/2	84 1/2
Deferred Certificates.....	100	100
Western Maryland.....	100	100
1st M., end. by Balt.....	100	100
2d M., do.....	100	100
3d M., do.....	100	100
1st M., unendorsed.....	90	90
2d M., end. Wash. Co.....	100	100
3d Mort., preferred.....	100	100
City Passenger R.R.....	30 1/2	30 1/2

New York Stock Exchange.

Actual Sale Prices for the week ending July 19.

	Th.13.F.14	Sat.15	M.17	Tu.18	W.19
Adams Express.....	110	110			
Albany and Susq.....					
1st mortgage.....					
2d mortgage.....	108				
American Express.....	69				
Am. Dock and Imp. 7s.....					
Atlantic & Pacific Tel. 2s.....	18	18			
Bost., Hart. & Erie 1st. 10s.....					
Burl. C. R. & Minn. 1st.....	72	72	72	72	72
Central of N. Jersey.....					
1st mortgage, new.....					
7s, consolidated.....					
7s, convertible.....	95				
Central Pacific 6s, gold.....	108	108			
1st M. (San Joaquin).....	92				
1st M. (Cal. and Or.).....		91	91		
Land grant 6s.....	95				
Chicago and Alton.....	102				
Preferred.....					
1st mortgage.....	118	118			
Sinking Fund.....					
Income bonds.....					
Chic. Burl. & Quincy.....	115	117	117		
7s, Consol. 1903.....	109				
8s, 1883.....	110				
Chic. & Milwaukee 1st.....					
Chic., Mil. and St. Paul. 4s.....	41	40	40	40	39
Preferred.....	71	71	71	71	70
1st mortgage, 8s.....					
2d mortgage, 7 & 10s.....	102				
7s, gold.....					
1st M. (La Crosse div.).....	102				
1st M. (I. and M. div.).....	94				
1st M. (I. and D. div.).....					
1st M. (H. & D. div.).....					
1st M. (C. & M. div.).....	97	97			
Consolidated S. F. 91.....	91	91	91	91	91
Chic. & Northwestern 4s.....	42	42			
Preferred.....	66	66	66	65	65
1st mortgage.....					
Sinking Fund.....					
Consolidated 7s.....	104	104			
Consol. Gold bonds.....	95	95	95	95	95
Do. reg.....					
Chic. Rock Isl. & Pac. 10s.....	100	109	109	108	
7s, 1896.....	108				
Olev., Col. C. and Ind.....	44		43	43	
1st mortgage.....					
Olev. & Pittsburgh guar. 94.....	94	94	94	94	
7s, Consolidated.....	109				
4th mortgage.....					
Olev., P. and Ash. 7s.....					
7s, new.....					
Col., Chl. & Ind. Cent.....	45	45			
1st mortgage.....					
2d mortgage.....					
Consol. Coal of Md.....					
Del. & Hudson Canal 107.....	108	102			
Reg. 7s, 1891.....	110				
Reg. 7s, 1884.....	110				
7s, 1894.....					
Del., Lack. & Western 102.....	101	101	101	101	101
2d mortgage 7s.....					
7s, Convertible.....					
Det., Mon. & Tol. 1st.....					
Et. of Columbia 3-6s.....	72				
Erie Railway.....	14	14	14	14	14
Preferred.....	21				
1st mortgage.....					
2d mortgage.....					
3d mortgage.....	108				
4th mortgage.....	101	101			
5th mortgage.....					
Great Western 1st mort.....					
2d mortgage.....	62				
Hannibal & St. Joseph 14.....					
Preferred.....	24				
8s, Convertible.....	81	81	81	81	81
Hudson River 2d mort.....					
Illinois Central.....	97	98	98		
Kansas Pacific.....					
Lake Shore & Mich. So. 5s.....	56	56	56	54	53
Consol. 7s.....					
Consol. 7s, reg.....					
2d Consolidated.....					
Lake Shore Div. bonds.....					
Leb. & W.B. 7s, Con.....	87	87	87	87	87
Long Dock bonds.....					
L'ville & Nash. 7s Cons.....					
Michigan Central.....	50	50	47	47	46
7s, 1902.....					
8s, 1882.....	114				
M. S. and N. I. 1st, S.F.....					
2d mortgage.....					
Morris and Essex.....	101	101	101	102	
1st mortgage.....					
2d mortgage.....					
7s of 1871.....					
7s, Convertible.....					
7s, Consolidated.....					
N.Y. Cent. & Hud. Riv 10s.....	108				
7s, Sinking fund, 1876.....					
6s, Sinking fund, 1883.....					
6s, Sinking fund, 1887-10s.....					
1st mortgage.....					
1st mortgage, reg.....					
N. York and Harlem.....					
Preferred.....	140				
1st mortgage.....					
1st mortgage, reg.....					

New York Stock Exchange.

Actual Sale Prices for the week ending July 19.

	Th.13.F.14	Sat.15	M.17	Tu.18	W.19
New Jersey.....					
N.Y. N. Haven & Hart.....	184	184			
North Missouri 1st M.....	96				
Ohio and Mississippi 1s.....	16	16	14	15	
Preferred.....	35	29	25	25	
2d mortgage.....	69	69			
Consolidated 7s.....					
Consol. Sinking fund 9s.....					
1st M. (Springfield D.).....					
Pacific Mail S. S. Co. 2s.....	25	25	25	24	24
Pacific R. R. of Mo.....					
1st mortgage.....	96	96	96	97	
2d mortgage.....	83	84			
Pacific 7s, guar. by Mo.....					
Panama.....					
Pitts., Ft. W. & Chl. gld.....	102				
1st mortgage.....					
2d mortgage.....	169	109			
3d mortgage.....					
Quicksilver Mining Co.....					
Preferred.....					
St. L. Alton and T. H.....					
Preferred.....					
1st mortgage.....					
2d mortgage, preferred.....					
Income bonds.....	75				
St. L., Iron Mt. & S'th.....					
1st mortgage.....					
2d mortgage.....					
St. L. Jack. & Chl. 1st.....	104				
St. L., Kan. City & N.....					
Preferred.....	99	30	31	31	
Tol., P. & War. 1st E.D.....					
1st mort., West. Div.....					
Tol., Wab. & Western.....					
Preferred.....	4				
1st mortgage.....	95				
2d mortgage.....					
7s, Consolidated.....	37				
St. Louis Division.....					
Union Pacific.....	63	60	61		
1st mortgage.....	103	103	103	103	103
Land Grant 7s.....	102	102			
Sinking Fund 8s.....	94	93	93	93	
United States Express 74.....	73	75			
Warren.....					
Wells-Fargo Express 8s.....					
Western Pacific bonds 9s.....	99				
Western Union Tel.....	71	71	71	70	70
7s, S. F. conv., 1900.....	100	100			

Boston Stock Exchange.

Actual Sale Prices for the week ending July 19.

	Th.13.F.14	Sat.15	M.17	Tu.18	W.19
Atch., Top. and San. Fe.....	157				
1st mortgage.....	83	83	83	83	83
2d mortgage.....	49				
Land Grant 7s.....	77				
Income 12s.....					
Boston and Albany.....	131	130	131	131	131
7s.....					
6s, 1895.....					
Boston and Lowell.....					
7s.....					
Boston and Maine.....	97	97			
Boston and Providence.....					
Boston, Hart. & Erie 7s 19.....	19	19	19	19	
Boston Water Power.....	8				
Burl. & Mo. R. in Iowa.....					
Land Grant 7s.....					
Burl. & Mo. R. in Neb.....					
8s, old.....	102				
Carthage and Burl. 8s.....					
Cary Improvement.....					
Chl., Burl. and Quincy.....	115	117	117	117	
7s.....					
Cin., Sand. and Olev.....	7	7			
Concord.....					
Connecticut River.....					
Eastern.....	6				
7s, Sinking Fund.....					
Fitchburg.....	121				
Ind., Cin. & Lafayette.....					
Michigan Central.....	49	49			
Nashua and Lowell.....					
Northern, N. H.....	68				
Norwich & Worcester.....	122	122			
Ogden & Lake Champlain.....					
Preferred.....					
Old Colony.....	104	104	104		
Ph., Wil. & Baltimore.....					
Portl., Saco & Ports.....					
Ports, Gt. Falls & Con.....					
Pullman Palace Car.....	80				
Union Pacific.....					
6s.....					
Land Grant 7s.....	100				
Sinking Fund 8s.....					
Vermont and Canada.....					
Vermont and Mass.....					
Worcester and Nashua.....					
Cambridge (Horse).....					
Metropolitan (").....					
7s.....					
Middlesex (").....					
Central Mining Co.....					
Calumet and Hecla.....	164	164	165		
Copper Falls.....					
Franklin.....					
Quincy.....	48				

New York Stock Exchange.

Actual Sale Prices for the week ending July 19.

	Th.13.F.14	Sat.15	M.17	Tu.18	W.19
FEDERAL STOCKS:—					
U. S. 5s, 10-40s, reg.....	118	117			
U. S. 5s, 10-40s, coup.....					
U. S. 5s, 1881, reg.....					
U. S. 5s, 1881, coup.....	117	117			
U. S. 5s, 1881, reg.....	119	119			
U. S. 5s, 1881, coup.....	120	119			
U. S. 5s, 5-20s, reg. 1865.....					
U. S. 5s, 5-20s, c. 1865.....					
U. S. 5s, 5-20s, r. 1865.....					
U. S. 5s, 5-20s, c. 1865 117.....					
U. S. 5s, 5-20s, reg. 1867.....	119				
U. S. 5s, 5-20s, c. 1867.....	119				
U. S. 5s, 5-20s, reg. 1868.....					
U. S. 5s, 5-20s, c. 1868.....	121	121			
U. S. 5s, 5-20s, c. issue 12s.....	122				

London Stock Exchange.

	Closing	Prices
	June 30.	July 7.
Atlantic & Gt. W. 1st mort., \$1,000.....	23	22 24
Do. 2d mort., \$1,000.....	9	11 9
Do. 3d mort., \$1,000.....	4	5 4
Atlantic, Miss. & Ohio Consol. mort. 20.....	25	20 25
Central of New Jersey Consol. mort. 20.....	94	94 94
Central Pacific of California 1st mort. 97.....	93	97 95
Do. (C. & O. div.) 1st mt. gd. bds. 90.....	92	87 89
Detroit & Milwaukee 1st mort. bonds 35.....	45	35 45
Do. 2d do. 35.....	45	35 45
Erie shares, \$100.....	121	121 121
Do. Preference Shares.....	17	16 17
Do. 7 Convertible Gold Bonds.....	22	24 23
Galveston and Harrisburg 1st mort. 60.....	55	60 65
Illinois Central \$100 shares.....	57	59 57
Lehigh Valley Consol. mortgage.....	99	90 90
Marietta and Cincinnati Railway.....	100	102 100
Mo., Kan. & Tex. 1st M. G. B. Exp. 60.....	55	56 55
N. Y. Cent. & Hud. Riv. Mt. bonds.....	109	110 110
Do. 1st mortgage.....	96	98 97
Pennsylvania, \$50 shares.....	47	48 47
Do. 1st mortgage.....	92	94 92
Philadelphia and Reading \$50 sha. 35.....	40	39 40
Pittsbg., Ft. W. & Chic. Equip. bds. 99.....	101	99 101
Union Pacific Land Grant 1st mort. 91.....	93	92 94
Do. do. 2d do. 93.....	95	93 95

American Railroad Journal.

Saturday, July 22, 1876.

Financial and Commercial Affairs.

Money has been very plenty all through the week. Responsible borrowers have experienced no difficulty in providing for their immediate wants at the low rates of 2@3 per cent on call, and 4@6 per cent per annum in the discount form. From all sources the inquiry for accommodation has been on a restricted scale, as well for speculative purposes as for mercantile use. The City banks report less demand for aid from their customers, and this is reflected in their latest return of loan and discount averages, which showed a falling off of nearly millions in this item for the week. The city bank deposits have been increased about half a million. The legal tender item has been enlarged over 1½ million. The specie reserve has been reduced nearly to the same extent. A further contraction of the item of circulation is noted. The Government office here reports a reduction in its reserves, as the result of the week's movements, of over two millions in the currency, and nearly 1½ millions in the specie balances. National Bank notes received at the Treasury Department last week for redemption were to the amount of \$4,764,000. The City Banks have had their deposits again augmented \$463,400; and their legal tender reserve \$1,296,300. The specie average has been cut down \$1,210,000. The loan and discount item was contracted \$2,692,200. The circulation \$121,300. The U. S. Sub Treasury in this city closed the week with a currency balance of \$32,142,813 against \$34,250,523 the preceding week; and a coin hoard of \$33,525,991 against \$35,282,595 on the previous return. The City bank exchanges in currency reached

\$328,625,493, or a daily average of \$54,770,915. The customs revenue of the port during the week was \$1,768,000.

The City banks reported their average of gold last week at \$22,440,100, and their greenback average at \$54,877,500. Their deposits stood at \$224,167,500. The loan item was \$252,961,100. The circulation was \$15,442,300.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$21,075,725 as against \$21,105,777, the preceding week.

The aggregate of the outstanding U. S. currency, of all denominations, July 1st was \$404,723,601. The outstanding amount of legal tender notes is \$369,772,384. The National bank circulation is now \$329,519,184, including \$2,099,190 of national gold bank notes.

On Tuesday of this week the cash balances of the Treasury Department at Washington were: of Currency \$11,761,165; special deposit of legal tenders for the redemption of certificates of deposit, \$33,705,000; Coin, \$61,535,708; Coin certificates, \$30,567,700.

The week's import entries of Foreign Merchandise at New York were \$5,371,584, including \$911,530 of Dry Goods.

The income of the Government from internal revenues thus far in the current fiscal year, commencing with July 1, 1876, has been about 9 millions; and from Customs, 7 millions.

Gold has been devoid of life, in the speculative dealings, and the price has varied very little through the week. The customs demand for coin has been moderate. The export drain has been somewhat heavier. The extremes of the price during the week have been 111½¢ to 111¼¢, closing on Wednesday at 111½¢, as against 111¼¢ on Wednesday of the preceding week. The specie outflow last week was \$2,675,878 against \$1,486,900 the previous week. The imports of specie at this port last week were \$115,542, and since January 1st \$2,441,630 as against \$7,687,147 same time last year. The customs demand for gold last week averaged \$293,833 per day. Foreign Exchange has been quoted generally firm, though without notable activity. Bankers sixty day bills on London closed on Wednesday at \$4 88@84 89; sight bills on London at \$4 90@84 91 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$5,832,961. The week's imports of Dry Goods and general merchandise were to the specie value of \$5,371,584 as against \$6,641,229 the corresponding week of 1875.

Government Securities have been in active demand on investment account at generally firm and, toward the close, buoyant prices. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$340,922 850.

U. S. sixes of 1881 closed on Wednesday of this week (ex July coupon) at 120¼¢@120½¢; U. S. Five-Twenties of 1865, at 116¼¢@116½¢; U. S. Five-Twenties of 1865 consolidated, (ex July coupon) 117½¢@117¾¢; U. S. Five-Twenties of 1867 119½¢@119¾¢; U. S. Five-Twenties of 1868, 121½¢@121¾¢; U. S. Ten-Forties at 118½¢@119; U. S. Fives of 1881, (Funding Loan) 117½¢@118; Six per cent. currency Sixes 125½¢@126.

State and Railway bonds have been more sought after on investment account and prices of the more substantial loans have been quoted stronger. And in the line of Railway and Miscellaneous share property a moderate show of activity has been apparent with prices quoted variable through the week, leaving off, as a rule, heavily.

General business has been moderately active in the line of domestic produce, but at lower prices in nearly all instances. Foreign merchandise has been, as a rule, comparatively quiet and depressed. Sugars have been exceptionally active, at higher figures for both raw and refined. The Metal trade has been somewhat brisker, but without improvement as to values. Of the important sales were 300 tons new Iron Rails, and 6,000 tons new Steel Rails on p. t.; and 1,200 tons old T Rails, part at \$21 50. Eglington Pig Iron quoted here at \$27 50@28; Glengarnock \$28 @29; Coltness \$29 50 @30 50; No. 1 American Pig at \$22@23; No. 2 do. at \$20@21 50; Forge \$18@20; American Rails at works \$42 50@45 00; Old Rails \$21@22. Wrought Scrap 28. Ocean freights have been more active quoted generally firmer, with the main demand reported for accommodation for Grain, Petroleum, Provisions, Tobacco and Cotton.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Cleveland and Toledo 7s, S. F., 107; Canada Southern 1st mort., coupon on, 55; Winona and St. Peter 2d mort., 75; Cincinnati, Hamilton and Dayton 7s, consol., S. F., 96½; Missouri, Kansas and Texas consol. S. F., 56¾; Chesapeake and Ohio 1st mort., coupon on, 27; Central Pacific State Aid bonds, 108¾; South Pacific of Missouri bonds, 62; Dubuque and Sioux City 1st mort., 103½; Producers' Consol. L. and P. Co., 113½; Spring Mt. Coal, 55; Missouri 6s, long bonds, 105½; Ohio 6s, 1886, 113½; Missouri 6s, H. and St. J. issue, 1887, 105; Tennessee 6s, old, 46½; do. 6s, new, 46½; do. new series, 46½; Louisiana 7s, consol., 62½; Virginia 6s, old, 30. The latest quotations are: Pacific Mail, 24¾@25; Western Union Telegraph, 70¾@71; Atlantic and Pacific Tel., 18¼@18½; Quick-silver Mining, 10@15; do. pref., 10@18; Mariposa Land and Mining, 7¼@9; do. pref., 8¼@9½; Adams Exp., 110¼@111; American Exp., 58¼@59; U. S. Express, 74½@75; Wells-Fargo Express, 84@85; Chicago and Alton, 101@102½; Cleveland and Pittsburg, 94¼@95; Chicago and Northwestern, 41½@42; do. pref., 65½@65¾; Chicago, Rock Island and Pacific, 108½@109¾; Chicago, Milwaukee and St. Paul, 89@89¾; do. pref., 70½@70¾; Cleveland, Columbus, Cincinnati and Indianapolis, 42@44; Columbus, Chicago and Indiana Central, 8¾@4; Delaware, Lackawanna and Western 101¼@101½; Erie, 14½@14¾; Hannibal and St. Joseph, 13¾@14¼; do. pref., 23½@25; Lake Shore and Michigan Southern, 55¾@55¾; Michigan Central, 45½@45¾; New York and Harlem, 139¾@141; N. Y. Central and Hudson River 106@107; Central of New Jersey 72½@72¾; Ohio and Miss., 15@15½; Panama, —@136; Toledo, Wabash and Western, 2¾@2¾; Pacific R. E. of Mo., 6½@7½; Union Pacific, 61@62¼; do. 1st mort., 103@103½; do. 7s, land grant, 102½@102¾; do. sinking

fund 8s, 98½@94½; Central Pacific 6s, gold, 106½@107.

Philadelphia.—Pennsylvania and New York Canal 7s, 109; Pittsburg, Titusville and Buffalo 7s, 50; Chesapeake and Delaware Canal 6s, 86; Am. S. S. Co. 6s, 81½; North Pennsylvania Gen'l mort. 6s, reg., 107; Connecting R. R. 6s, 102; Shamokin Valley and Pottsville 7s, 98½; Warner and Franklin 7s, 87; Philadelphia and Reading Coal and Iron mort. 7s, 80; Nesquehoning Valley R. R., 54½; Morris Canal pref., 137¼; Philadelphia, Germantown and Norristown R. R., 100½; Central Transp., 46½; Pennsylvania State 5s, 1877, 103¼; Harrisburg 6s, 100¼. The latest quotations are: City 6s, 104½@—; do. free of tax, 108¾@109; Pennsylvania State 6s, 2d series, 102¾@103¼; do. 3d series, 110@111; Philadelphia and Reading, 44½@44¾; do. Gen'l mort. 7s, coup., 105@108; do. reg., 105½@107; do. mort. 6s, 1880, 102@—; do. 7s, new conv., 100@—; do. 7s, 1893, 107@—; United New Jersey R. R. and Canal Co., 140@141; Camden and Amboy mort. 6s 1889, 105@106; Pennsylvania R. R., 52½@52¾; do. 1st mort., 104@105; do. general mort. coupon, 103½@104; do. reg., 106@106½; do. Consol. mort. 6s, reg., 98@100; Little Schuylkill R. R., 46½@—; Morris Canal, 54@—; do. pref., 136½@138; Susq. Canal, 6@10; do. 6s, 70@75; Schuylkill Nav., 6@7; do. pref. 13@15; do. 6s, 1882, 73@—; do. 1872, 90@91; Elmira and Williamsport pref., 40@43; do. 7s, 101@—; do. 6s, 64½@—; Lehigh Coal and Navigation, 44½@44¾; do. 6s, 1884, 102½@103; do. R. R. Loan 104¼@104½; do. Gold Loan, 103@103½; North Pennsylvania, 52@53; do. 6s, 104@105; do. 7s, 108@109; do. Gen'l mort. 7s, 107@—; do. chatel 10s, 103@—; Philadelphia and Erie 18¼@18½; do. 6s, 102@103; do. 7s, 93½@94; Minehill, 53@53½; Catawissa, 13@14; do. pref., 43@43½; do. new pref., 41@41½; do. 7s, 1900, 107½@—; Lehigh Valley, 57½@57¾; do. 6s, new coupon, 106@107½; do. reg., 108@109; do. 7s, 112½@115; do. consol. mort., 99½@99¾; Fifth and Sixth streets (horse), 76@—; Second and Third, 84@85; Thirteenth and Fifteenth, 39@40; Spruce and Pine, 33@34; Green and Coates, 50@54; Chestnut and Walnut, 90@98; Hestonville, 36½@36¾; Germantown, 67@69; Union, 95@103; Lombard and South, 21@23; Ridge Avenue, —@65; Tenth and Eleventh 125@—.

Boston.—Eastern R. R. 7s, notes, 49¾; Cincinnati, Sandusky and Cleveland 7s, 69; Boston and Lowell R. R. 6s, 101; Portsmouth, Gt. Falls and Conway 7s, 50; Burlington and Missouri River R. R. in Nebraska 8s, new, 90; Jackson, Lansing and Saginaw 8s, 1891, 70; Central Pacific 7s, 1883, conv., 101¼; Summit Branch, 31¾; Boston, Clinton, Fitchburg and New Bedford R. R., 100; Mansfield and Framingham R. R., 26; Maine 6s, 1889, 110½; Massachusetts 5s, 1894, 114¾; Boston 5s, 1905, gold, 114; do. 1882, 109¼; do. 6s, 1880, 106½; Cincinnati 7.30s, 105; Fall River 6s, 1905, 108¾; Lawrence 6s, 1894, 109¾; Toledo 8s, 1894, 108½; Portland 6s, 1877, 100½; St. Johnsbury 6s, 1889, 100; Cleveland 6s, 1896, 104½; Minneapolis 8s, 1905, 109; Chicago 7s, 105½; Duncan Silver, 1½.

Baltimore.—Baltimore City 6s, 1875, 102¾; do. 1890, 109¼; do. 1900, 109½; Norfolk Water 8s, 103; Maryland Defense 6s, 110¾; do. Hospi-

tal, 106. The latest quotations are: Wilmington and Weldon 7s, —@101; Wilmington, Columbia and Augusta 7s, 35@40; Richmond and Danville 1st mort., 66½@—; Pittsburg and Connellville 7s, 1898, 102½@103; Baltimore and Ohio, 155@160; do. 6s, 1880, 101½@102; do. 1885, 103½@104; Northern Central, 33¼@34; do. 6s, 1885, 100½@102¼; do. 6s, 1900, 101½@102¼; do. 6s, 1900, gold, 100½@101; N. W. Va. 3d mort., 1885, 97@—; Marietta and Cincinnati 1st mort. 7s, 1892, 109½@109¼; do. 2d mort. 7s, 96@96½; do. 3d mort. 8s, 67@69½; Central Ohio, 35@36; do. pref., 37@40; do. 1st mort., 100½@100½; Western Maryland 1st mort. 6s, 1890, 89@90; do. 1st mort. guar., —@106; do. 2d mort. guar., —@107½; do. 3d mort. guar. 104@105½; do. 2d mort. pref., 103½@—; do. 2d mort. guar. by Washington Co., 100@—; Virginia and Tennessee 2d mort. 6s, —@72; do. 3d mort. 8s, —@70; Orange and Alexandria 1st mort. 6s, 80@81; do. 2d mort. 6s, —@80; do. 3d mort. 8s, —@70; do. 4th mort. 8s, 35@46; Orange, Alex. and Manassas 7s, 75½@77½; Baltimore 6s, 1875, 102½@103; do. 1884, 108@109; do. 1886, 109@—; do. 1890, 109½@109¼; do. 1900, 109½@109¼; do. 1902, 109@—; do. 6s, exempt, 113@—; do. 5s, 94@95; Memphis City 6s, 26@—; Maryland Defense 6s, 1883, 110@111; do. 6s, 1890, 108@108; do. 6s, exempt, 114@115; do. 5s, —@104; Virginia coupon 6s, old, 30@—; do. new, 30@—; do. consol. 6s, 65@65½; do. Peelers, 38@34; Virginia Consol. coupons, 84@84½; West Virginia def. certif., 5@6½; City Passenger R. R., 30@31; George's Creek Coal, —@142; Atlantic Coal, 1.75@2.25; Canton Co., 30@—; do. 1st mort. 6s, —@96.

The amount of subsidiary coin paid out since the passage of the act providing for the redemption of fractional currency is \$11,748,931. Of this amount \$3,962,852 was paid out in exchange for greenbacks and \$7,786,079 in exchange for fractional currency. The amount of silver on hand to date is \$6,058,120, and the amount of fractional currency outstanding to date is \$33,915,975 39. The new Silver bill provides for the issue of \$50,000,000 in silver coin. Add to this \$6,058,120, the amount of silver coin now on hand, and a total is given of \$56,058,120.

The whole line of the Southern Maryland Railroad, from Washington City to Point Lookout, at the confluence of the Potomac river and Chesapeake bay, has been placed under contract to be completed for operation by the 1st of January next. The completion of this road in connection with a line of steamers from Point Lookout to Norfolk, will greatly reduce the time between the latter city, Washington and Baltimore.

The durability of car wheels was shown the other day when a set was taken from beneath the baggage cars of a California and Oregon express train at Sacramento. The wheels had traveled, in daily use, 91,800 miles, and were then not worn out, but had become loose on the axle.

The Pennsylvania Railroad Company are about making arrangements to straighten their road bed at the gap in Lancaster county. Whether to do it by means of a tunnel or otherwise is the question under consideration.

Suez Canal.

At the meeting of Shareholders in Paris last Tuesday, M. de Lesseps referred to the early opposition of England to the canal, and eulogised the foresight of the present English Government, headed by Mr. Disraeli, in the purchase of the Khedive's 176,802 shares. Three English Directors to represent the English Government were added to the Canal Board, namely, Colonel Stokes, Mr. Rivers Wilson, and Mr. E. J. Standen.

A dividend was declared of 1*l*. 88*c*. per share. The total receipts of the Canal in 1875 were 30,827,194*l*.

"An English ship, the Hankow, by passing from one sea to another with a draught of eight metres 47 centimetres, has shown the perfect condition of the Canal. In 1875 1,494 ships passed through the Canal.—*Herapath*, July 1.

The Eastern Railroad Company give notice that a mortgage from that company to William C. Rogers, William B. Bacon and Willard P. Phillips under the Act entitled "An Act for the relief of the Eastern Railroad Company and the securing of its debts and liabilities," being Chapter 236 of the Acts of Massachusetts of the year 1876, has been duly executed and recorded according to the provisions of said Act. All creditors of said corporation are notified to present their claims to said corporation, or to said trustees at their office No. 60 Devonshire street, in Boston.

The directors of the Boston, Winthrop and Point Shirley Narrow Gauge Railroad Company, elected on the 3d inst., are: John L. Butnam, Clarence A. Parks, William A. Maynard, Joseph A. Harwood, Franklin Mead, John M. Burt, J. Wingate Thornton, Edward Magee, Samuel G. Irwin, David P. Matthews, E. S. Reed, Herman B. Tewksbury, E. G. Allen, James R. Nute, Charles H. Smith. At a subsequent meeting of the directors John L. Butnam, of Fitchburg, was chosen President; Clarence L. Parks, Vice President; Frank H. Hills, Treasurer, and E. G. Allen, Clerk.

Warrants were drawn on the 13th inst. by the Governor and Council of Massachusetts on account of the construction of the Troy and Greenfield Railroad and Hoosac Tunnel, amounting to \$253,930 68. This includes the last draft upon the Treasury for the completion of the tunnel. The through trains commenced running on Monday. A telegraph line has been run through the tunnel, and guards are now stationed at each entrance so that all persons are prevented from walking into the tunnel.

A narrow gauge Railroad is projected from Truckee to Sierra Valley. Initiatory steps, such as running and locating the most feasible line, have already been taken by interested parties. This railroad, if completed, will skirt the lofty ridge that forms the western summit of the Sierras pass close to the Meadow Lake mines and Webber and Independence lakes.

The St. Mary's (Md.) Beacon says the Southern Maryland Railroad Company "seems to have gone honestly and earnestly to work, and we now really anticipate that a connection by rail between Point Lookout and the cities of Washington and Baltimore will be accomplished within a reasonable time.

Work on the Manchester and Keene (N. H.) Railroad was commenced at Keene on the 12th inst.



CORNWALL CANAL ENLARGEMENT.

NOTICE TO CONTRACTORS.

SEALED TENDERS addressed to the Secretary of Public Works, and endorsed "Tender for the Cornwall Canal," will be received at this office until the arrival of the Eastern and Western mails, on WEDNESDAY, the NINTH DAY OF AUGUST NEXT, for the formation of a new entrance—south of the present one—at the lower end of the Cornwall Canal, embracing the construction of two Lift-locks, Waste-weir, &c.

The works will be let in one section, as indicated on the map of that part of the line, which, together with plans and specifications of the various works, can be seen at this office, and at the office of the Canal Superintendent, Cornwall, on and after FRIDAY, the TWENTY-EIGHTH DAY OF JULY (INSTANT), at either of which places printed Forms of Tender can be obtained.

Contractors are requested to bear in mind that Tenders will not be considered unless made strictly in accordance with the printed forms, and—in the case of firms—except there are attached the actual signatures, the nature of the occupation, and place of residence of each member of the same; and further, an accepted bank cheque, or other readily available security, for the sum of FOUR THOUSAND DOLLARS, must accompany each Tender, which shall be forfeited, if the party tendering declines or fails to enter into contract for the works when called upon to do so, at the rates stated in the offer submitted.

The cheque or money thus sent in, will be returned to the respective parties whose tenders are not accepted. For the due fulfillment of the contract, satisfactory security will be required on real estate, or by deposit of money, public or municipal securities, or bank stocks, to the amount of five per cent. on the bulk sum of the contract, of which the sum sent in with the Tender will be considered a part.

Ninety per cent only of the progress estimates will be paid until the completion of the works.

To each Tender must be attached the actual signatures of two responsible and solvent persons, residents of the Dominion, willing to become sureties for the carrying out of these conditions as well as the due performance of the works embraced in the contract.

This Department does not, however, bind itself to accept the lowest or any Tender.

By Order,

F. BRAUN,
Secretary.

Department of Public Works,
OTTAWA, 10th July, 1876.

A letter from Richmond, Va., says: "It seems to be understood that an order for the sale of the Chesapeake and Ohio Railroad will be entered at the October term of the court. It is highly probable that the road will be purchased by the bondholders under the first mortgage of the Chesapeake and Ohio Company. Prior to that is a mortgage for about a million or million and a half on the old Virginia Central."

The President has signed the bill granting the right of way for a railroad and telegraph line to the Walla Walla and Columbia River Railroad Company across Fort Walla Walla military reservation, in Washington Territory.

The work of substituting stone or iron bridges on the line of the Boston and Albany Railroad for the old wooden structures is progressing favorably on the eastern division.

A. B. Powell has been appointed General Superintendent of the Illinois Midland Railway vice W. H. Cruger, resigned.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS.

Years ending.	Length track equiv. single.	Horses and Drums.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '78	m.	No.	No.											
Sept. 30, '78	1.00	153	45	Albany.....N.Y.	221,500	200,000	79,500		131,000	38,717	100	100		
Sept. 30, '78	1.00			Albany st. Freight (B'ton). Mass.	49,288	75,000			1,999	158	100	100		
Sept. 30, '78	25.00	491	98	Atlantic Avenue (Bklyn). N.Y.	1,261,912	650,200	490,000	20,107	375,017	126,809	5	100	100	
Dec. 31, '78	9.51	704	106	Baltimore City (Balt.). Md.	1,000,000	1,000,000			616,538	221,900	6	25	25	30
Sept. 30, '78	22.00	396	48	Bleeker st. & E. P. (N.Y.C.). N.Y.	1,801,795	900,000	697,000	49,107	246,785	51,992	100	100		
Sept. 30, '78	5.82			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,099	6.2	100	100	
Sept. 30, '78	13.99	310	60	Broadway (Brooklyn).....N.Y.	473,576	200,000	210,000	40,659	225,486	53,516	12	100	100	
Sept. 30, '78	16.25	1200	147	B'dway & 7th Av. (N.Y.C.). N.Y.	3,907,099	2,100,000	1,500,000	286,159	1,004,802	288,261	8	100	100	
Sept. 30, '78	8.25	9 D.	32	Brooklyn, Bath & Coney I. N.Y.	266,105	80,000			47,051	Loss.	13	10	10	
Sept. 30, '78	89.00	1973	441	Brooklyn City.....N.Y.	2,460,058	2,000,000	300,000	70,000	1,469,316	321,341	13	10	10	
Sept. 30, '78	22.50	287	72	Brooklyn City & Newtown. N.Y.	679,359	400,000	55,710	196,743	59,363		100	100		
Sept. 30, '78	19.93	231	57	Brooklyn, Cross-Town.....N.Y.	719,856	395,400	300,000	2,338	178,983	37,348	100	100		
Sept. 30, '78	17.36	111	28	Buffalo East Side.....N.Y.	414,238	28,000	238,000	140,838	62,332	9,991	100	100		
Sept. 30, '78	16.25	1200	147	B'dway & 7th Av. (N.Y.C.). N.Y.	3,907,099	2,100,000	1,500,000	286,159	1,004,802	288,261	8	100	100	
Sept. 30, '78	8.25	9 D.	32	Brooklyn, Bath & Coney I. N.Y.	266,105	80,000			47,051	Loss.	13	10	10	
Sept. 30, '78	89.00	1973	441	Brooklyn City.....N.Y.	2,460,058	2,000,000	300,000	70,000	1,469,316	321,341	13	10	10	
Sept. 30, '78	22.50	287	72	Brooklyn City & Newtown. N.Y.	679,359	400,000	55,710	196,743	59,363		100	100		
Sept. 30, '78	19.93	231	57	Brooklyn, Cross-Town.....N.Y.	719,856	395,400	300,000	2,338	178,983	37,348	100	100		
Sept. 30, '78	17.36	111	28	Buffalo East Side.....N.Y.	414,238	28,000	238,000	140,838	62,332	9,991	100	100		
Sept. 30, '78	16.25	1200	147	B'dway & 7th Av. (N.Y.C.). N.Y.	3,907,099	2,100,000	1,500,000	286,159	1,004,802	288,261	8	100	100	
Sept. 30, '78	8.25	9 D.	32	Brooklyn, Bath & Coney I. N.Y.	266,105	80,000			47,051	Loss.	13	10	10	
Sept. 30, '78	89.00	1973	441	Brooklyn City.....N.Y.	2,460,058	2,000,000	300,000	70,000	1,469,316	321,341	13	10	10	
Sept. 30, '78	22.50	287	72	Brooklyn City & Newtown. N.Y.	679,359	400,000	55,710	196,743	59,363		100	100		
Sept. 30, '78	19.93	231	57	Brooklyn, Cross-Town.....N.Y.	719,856	395,400	300,000	2,338	178,983	37,348	100	100		
Sept. 30, '78	17.36	111	28	Buffalo East Side.....N.Y.	414,238	28,000	238,000	140,838	62,332	9,991	100	100		
Sept. 30, '78	16.25	1200	147	B'dway & 7th Av. (N.Y.C.). N.Y.	3,907,099	2,100,000	1,500,000	286,159	1,004,802	288,261	8	100	100	
Sept. 30, '78	8.25	9 D.	32	Brooklyn, Bath & Coney I. N.Y.	266,105	80,000			47,051	Loss.	13	10	10	
Sept. 30, '78	89.00	1973	441	Brooklyn City.....N.Y.	2,460,058	2,000,000	300,000	70,000	1,469,316	321,341	13	10	10	
Sept. 30, '78	22.50	287	72	Brooklyn City & Newtown. N.Y.	679,359	400,000	55,710	196,743	59,363		100	100		
Sept. 30, '78	19.93	231	57	Brooklyn, Cross-Town.....N.Y.	719,856	395,400	300,000	2,338	178,983	37,348	100	100		
Sept. 30, '78	17.36	111	28	Buffalo East Side.....N.Y.	414,238	28,000	238,000	140,838	62,332	9,991	100	100		
Sept. 30, '78	16.25	1200	147	B'dway & 7th Av. (N.Y.C.). N.Y.	3,907,099	2,100,000	1,500,000	286,159	1,004,802	288,261	8	100	100	
Sept. 30, '78	8.25	9 D.	32	Brooklyn, Bath & Coney I. N.Y.	266,105	80,000			47,051	Loss.	13	10	10	
Sept. 30, '78	89.00	1973	441	Brooklyn City.....N.Y.	2,460,058	2,000,000	300,000	70,000	1,469,316	321,341	13	10	10	
Sept. 30, '78	22.50	287	72	Brooklyn City & Newtown. N.Y.	679,359	400,000	55,710	196,743	59,363		100	100		
Sept. 30, '78	19.93	231	57	Brooklyn, Cross-Town.....N.Y.	719,856	395,400	300,000	2,338	178,983	37,348	100	100		
Sept. 30, '78	17.36	111	28	Buffalo East Side.....N.Y.	414,238	28,000	238,000	140,838	62,332	9,991	100	100		
Sept. 30, '78	16.25	1200	147	B'dway & 7th Av. (N.Y.C.). N.Y.	3,907,099	2,100,000	1,500,000	286,159	1,004,802	288,261	8	100	100	
Sept. 30, '78	8.25	9 D.	32	Brooklyn, Bath & Coney I. N.Y.	266,105	80,000			47,051	Loss.	13	10	10	
Sept. 30, '78	89.00	1973	441	Brooklyn City.....N.Y.	2,460,058	2,000,000	300,000	70,000	1,469,316	321,341	13	10	10	
Sept. 30, '78	22.50	287	72	Brooklyn City & Newtown. N.Y.	679,359	400,000	55,710	196,743	59,363		100	100		
Sept. 30, '78	19.93	231	57	Brooklyn, Cross-Town.....N.Y.	719,856	395,400	300,000	2,338	178,983	37,348	100	100		
Sept. 30, '78	17.36	111	28	Buffalo East Side.....N.Y.	414,238	28,000	238,000	140,838	62,332	9,991	100	100		
Sept. 30, '78	16.25	1200	147	B'dway & 7th Av. (N.Y.C.). N.Y.	3,907,099	2,100,000	1,500,000	286,159	1,004,802	288,261	8	100	100	
Sept. 30, '78	8.25	9 D.	32	Brooklyn, Bath & Coney I. N.Y.	266,105	80,000			47,051	Loss.	13	10	10	
Sept. 30, '78	89.00	1973	441	Brooklyn City.....N.Y.	2,460,058	2,000,000	300,000	70,000	1,469,316	321,341	13	10	10	
Sept. 30, '78	22.50	287	72	Brooklyn City & Newtown. N.Y.	679,359	400,000	55,710	196,743	59,363		100	100		
Sept. 30, '78	19.93	231	57	Brooklyn, Cross-Town.....N.Y.	719,856	395,400	300,000	2,338	178,983	37,348	100	100		
Sept. 30, '78	17.36	111	28	Buffalo East Side.....N.Y.	414,238	28,000	238,000	140,838	62,332	9,991	100	100		
Sept. 30, '78	16.25	1200	147	B'dway & 7th Av. (N.Y.C.). N.Y.	3,907,099	2,100,000	1,500,000	286,159	1,004,802	288,261	8	100	100	
Sept. 30, '78	8.25	9 D.	32	Brooklyn, Bath & Coney I. N.Y.	266,105	80,000			47,051	Loss.	13	10	10	
Sept. 30, '78	89.00	1973	441	Brooklyn City.....N.Y.	2,460,058	2,000,000	300,000	70,000	1,469,316	321,341	13	10	10	
Sept. 30, '78	22.50	287	72	Brooklyn City & Newtown. N.Y.	679,359	400,000	55,710	196,743	59,363		100	100		
Sept. 30, '78	19.93	231	57	Brooklyn, Cross-Town.....N.Y.	719,856	395,400	300,000	2,338	178,983	37,348	100	100		
Sept. 30, '78	17.36	111	28	Buffalo East Side.....N.Y.	414,238	28,000	238,000	140,838	62,332	9,991	100	100		
Sept. 30, '78	16.25	1200	147	B'dway & 7th Av. (N.Y.C.). N.Y.	3,907,099	2,100,000	1,500,000	286,159	1,004,802	288,261	8	100	100	
Sept. 30, '78	8.25	9 D.	32	Brooklyn, Bath & Coney I. N.Y.	266,105	80,000			47,051	Loss.	13	10	10	
Sept. 30, '78	89.00	1973	441	Brooklyn City.....N.Y.	2,460,058	2,000,000	300,000	70,000	1,469,316	321,341	13	10	10	
Sept. 30, '78	22.50	287	72	Brooklyn City & Newtown. N.Y.	679,359	400,000	55,710	196,743	59,363		100	100		
Sept. 30, '78	19.93	231	57	Brooklyn, Cross-Town.....N.Y.	719,856	395,400	300,000	2,338	178,983	37,348	100	100		
Sept. 30, '78	17.36	111	28	Buffalo East Side.....N.Y.	414,238	28,000	238,000	140,838	62,332	9,991	100	100		
Sept. 30, '78	16.25	1200	147	B'dway & 7th Av. (N.Y.C.). N.Y.	3,907,099	2,100,000	1,500,000	286,159	1,004,802	288,261	8	100	100	
Sept. 30, '78	8.25	9 D.	32	Brooklyn, Bath & Coney I. N.Y.	266,105	80,000			47,051	Loss.	13	10	10	
Sept. 30, '78	89.00	1973	441	Brooklyn City.....N.Y.	2,460,058	2,000,000	300,000	70,000	1,469,316	321,341	13	10	10	
Sept. 30, '78	22.50	287	72	Brooklyn City & Newtown. N.Y.	679,359	400,000	55,710	196,743						

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.* 100	\$3,500,000	J. & J.	July '76 31	Long Island..... 50	5,000,000	M. & S.	May '76 10	Vermont and Mass..... 100	\$2,800,000	A. & O.	Apr. '76 21
Atlanta and West Point 100	1,232,200	J. & J.	July '76 3	Louisv., Cin. and Lex. 50	1,623,483	J. & J.	July '69 3	Warren (N. J.)..... 100	1,800,000	A. & O.	Apr. '76 31
Atlantic and Gulf..... 100	3,093,200	— & —	—	“ pref. 100	848,700	J. & J.	Jan. '74 41	Warwick Valley..... 100	225,000	A. & O.	Apr. '76 21
“ guar. 100	786,476	M. & N.	Nov. '73 31	Louisville & Nashville. 100	9,980,600	F. & A.	Feb. '74 4	Westchester & Phil. pref. 100	821,300	J. & J.	July '76 4
Atlantic and St. Law.* 100	39,494,900	M. & S.	Mar. '76 3	Louisv., N. Alb. & Ohl. 100	3,000,000	J. & D.	Dec. '70 3	West Jersey..... 100	1,569,760	F. & A.	Feb. '74 4
“ new 1870. 100	1,500,000	— & —	—	Lowell and Lawrence..... 100	200,000	A. & O.	Apr. '76 3	Winchester & Potomac* 100	180,000	J. & J.	July '76 3
Avon, Genesee & Mt. M.* 100	225,000	A. & O.	Jan. '75 1	Lykens Valley..... 100	600,000	F.M.A.N.	Aug. '75 21	Winchester & Strasburg* 100	600,000	J. & J.	July '76 31
Baltimore and Ohio..... 100	13,151,962	M. & N.	May '76 5	Macon and Western..... 100	2,500,000	J. & J.	July '76 5	Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
Washington Br. 100	1,650,000	A. & O.	Apr. '76 5	Maine Central..... 100	3,400,500	— & —	—				
Berkshire..... 100	800,000	quarterly	July '76 11	Manchester and Low..... 100	1,000,000	M. & N.	May '76 5				
Blossburg & Corning.* 50	250,000	J. & D.	Dec. '72 31	Marquette & Cincinnati 50	1,403,912	— & —	—				
Boston and Albany..... 100	20,000,000	M. & N.	May '76 5	“ 1st pref. 50	8,130,719	M. & S.	Sep. '66 31				
Bos., Cin. & Fitchb. pref. 100	1,172,600	— & —	—	“ 2d pref. 50	4,460,368	M. & S.	Sep. '66 31				
Agricultural Br. guar. 100	60,000	J. & D.	June '76 3	Massachusetts..... 100	400,000	F. & A.	Feb. '76 3				
Bost., Conc. & Mont. pref. 100	800,000	M. & N.	May '76 3	Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3				
Boston and Lowell..... 500	3,200,000	J. & J.	Jan. '76 3	Michigan Central..... 100	18,738,204	J. & J.	Jan. '73 4				
Boston and Maine..... 500	6,921,274	M. & N.	May '76 3	Mill Creek & Minehill* 50	323,375	J. & J.	July '76 5				
Boston and Providence..... 100	4,000,000	M. & N.	May '76 4	Milwaukee and St. Paul..... 100	15,899,261	J. & J.	Dec. '70 7				
Bost., Revere B. & Lynn. 100	330,000	quarterly	June '76 2	“ pref. 100	12,274,483	— & —	—				
Buffalo, N. Y. and Erie* 100	950,000	F. & A.	Aug. '74 31	M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '76 31				
Burlington and Mo. Riv. 100	2,564,203	M. & S.	Sept. '75 5	Morris and Essex..... 100	14,008,100	J. & J.	July '76 31				
“ pref. 100	1,486,900	M. & S.	Sept. '75 5	Nashua and Lowell..... 100	800,000	M. & N.	Nov. '74 4				
Camden and Amboy* 100	5,847,600	quarterly	July '76 21	Naugatuck..... 100	1,882,900	F. & A.	Feb. '76 5				
Camden and Atlantic..... 50	377,400	quarterly	July '76 2	Nequehoning Valley* 50	1,000,000	M. & S.	Mar. '76 5				
“ pref. 50	838,469	quarterly	July '76 2	Newark and N. York* 100	977,400	J. & J.	Jan. '76 3				
Cape Cod..... 80	1,020,330	J. & J.	Jan. '72 21	N. Bedford..... 100	1,678,500	M. & N.	Jun. '76 10				
Orpe May and Millville* 50	447,000	J. & D.	June '76 3	N. Castle & Beaver Val.* 50	1,600,000	quarterly	July '76 21				
Catawba & Fogelsv. 50	426,900	Novemb.	Nov. '71 6	N. Haven & Northamp. 100	605,000	quarterly	Oct. '74 3				
Catawba..... 50	1,159,000	— & —	—	New Jersey..... 100	7,296,200	quarterly	July '76 21				
“ pref. 50	2,200,000	M. & N.	May '76 31	New London Northern* 100	1,418,800	quarterly	July '76 2				
Cayuga and Susq.* 50	689,116	J. & J.	July '76 41	N. Y. Cen. & Hudson R. 100	89,428,330	quarterly	July '76 2				
Cedar Rapids & Mo. R.* 100	6,850,400	F.M.A.N.	May '76 1	New York and Harlem 100	8,500,000	J. & J.	July '76 4				
“ pref. 100	769,000	F. & A.	Feb. '76 31	“ pref. 100	1,600,000	J. & J.	July '76 4				
Central of Georgia..... 100	4,666,800	J. & J.	July '76 5	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	July '76 6				
Central of New Jersey..... 100	29,525,000	quarterly	Apr. '76 21	N. Y. Provid. & Boston..... 100	2,500,000	quarterly	July '76 21				
Central Ohio..... 50	2,426,000	J. & D.	June '76 21	Nig. Bridge & Canand* 100	1,000,000	J. & J.	July '76 3				
“ pref. 50	400,000	J. & D.	June '76 3	North Carolina..... 100	4,000,000	irregular.	Jan. '73 8				
Central Pacific..... 100	54,275,500	A. & O.	Oct. '75 4	N. Eastern (S. C.) pref. 100	96,000	M. & N.	May '67 4				
Chemung..... 100	280,000	quarterly	July '76 11	North Pennsylvania..... 50	3,805,500	F. & A.	Aug. '76 3				
Chester, preferred..... 100	2,156,300	J. & J.	July '76 2	Northern Central..... 50	5,842,000	— & —	Apr. '76 3				
Chicago and Alton..... 100	9,640,100	M. & S.	Mar. '76 4	Northern N. Hampsh. 100	3,068,400	J. & D.	June '76 21				
“ pref. 100	2,426,400	M. & S.	Mar. '76 4	Northern New Jersey* 100	1,000,000	J. & J.	July '74 4				
Chicago, Burl. & Quincy..... 100	27,512,842	M. & S.	Mar. '76 3	Norwich and Worcester* 100	2,604,400	J. & J.	July '76 5				
Chicago, Iowa & Nobles* 100	3,916,200	J. & J.	July '76 5	Ogdensb. & L. Champl. 100	3,077,000	J. & J.	July '76 2				
Chicago & N. Western..... 100	14,994,600	J. & D.	Dec. '72 31	“ pref. 100	2,000,000	A. & O.	Apr. '74 4				
“ pref. 100	21,486,653	J. & J.	July '76 31	Ohio and Mississippi..... 100	20,000,000	quarterly	Mar. '76 31				
Chin., Ham. & Dayton..... 100	25,000,000	A. & O.	Apr. '76 4	Oil Cr. & Allegheny R. 50	4,259,450	quarterly	Jan. '74 3				
Cin., Sand. and Cleve.* 50	2,980,550	— & —	Apr. '72 10	Old Colony..... 100	673,300	J. & J.	July '76 3				
“ pref. 50	413,150	M. & N.	May '76 3	Oswego and Syracuse* 100	482,400	F. & A.	Feb. '76 4				
Clev., Col., Cin. & Ind. 100	14,991,275	F. & A.	Feb. '76 3	Pacific of Missouri..... 100	3,635,750	quarterly	July '76 3				
Cleveland & Mahoning* 50	2,057,589	M. & N.	May '74 31	Panama..... 100	7,000,000	quarterly	July '76 3				
Cleveland & Pittsburgh* 50	11,236,150	quarterly	June '76 11	Paterson and Hudson* 100	632,000	J. & J.	July '76 4				
Columbus and Xenia* 50	1,786,800	M.J.S.D.	June '76 2	Paterson and Newark* 100	250,000	J. & J.	July '76 31				
Colum. & Hooking Val. 100	2,500,000	F. & A.	Aug. '76 4	Paterson and Ramapo* 100	243,000	J. & J.	July '76 31				
Concord..... 100	1,600,000	M. & N.	May '76 3	Pember. & Hightstown* 50	342,150	J. & J.	May '76 3				
Concord and Port.* 100	350,000	J. & J.	July '76 31	Pennsylvania..... 50	68,144,478	quarterly	May '76 2				
Conn. & Passump. Riv. 100	2,100,000	F. & A.	Feb. '76 3	Peoria & Bureau Val.* 100	1,200,000	F. & A.	Feb. '76 4				
Connecticut River..... 50	2,100,000	J. & J.	July '76 4	Philadelphia and Erie* 50	6,004,300	J. & J.	July '74 4				
Cumberland Valley..... 50	1,292,950	A. & O.	Apr. '76 4	“ pref. 50	2,400,000	J. & J.	July '74 4				
“ 1st pref. 50	241,900	A. & O.	Apr. '76 4	Phil. Ger. & Norristown* 50	1,626,250	M.J.S.D.	June '76 3				
“ 2d pref. 50	243,000	A. & O.	Apr. '76 4	Philadelphia & Reading 50	32,725,778	quarterly	Jan. '76 21				
Danbury and Newwale..... 50	600,000	— & —	Dec. '75 11	“ pref. 50	1,551,800	quarterly	July '76 31				
Delaware..... 50	1,230,950	J. & J.	July '76 3	Phila. and Trenton..... 100	1,259,100	quarterly	July '76 21				
Del., Lackaw. & Westn. 50	23,500,000	quarterly	July '76 21	Phila., Wil. & Balt. 50	11,538,250	J. & J.	July '76 4				
Detroit & Milwaukee* 50	822,110	— & —	—	Pittsb., Ft. W. & Ohl.* 100	19,714,288	quarterly	July '76 11				
“ pref. 50	2,095,000	J. & D.	Dec. '69 7	“ Special Imp. 100	2,000,000	quarterly	July '76 11				
Dubuque & Sioux City* 100	5,000,000	A. & O.	Apr. '76 3	Pittsfield & N. Adams..... 100	460,000	J. & J.	July '76 3				
East Pennsylvania* 50	1,809,200	J. & J.	July '76 3	Portland and Kennebec..... 100	616,700	J. & J.	Jan. '76 3				
East Mahanoy..... 50	392,950	J. & J.	July '76 21	Yarmouth certificates..... 100	202,400	A. & O.	Apr. '72 3				
East Tenn., Va. & Ga. 100	1,968,274	A. & O.	Apr. '76 3	Portl., Saco & Portsm. 100	1,500,000	J. & J.	July '76 3				
Eastern (Mass.)..... 100	4,991,600	J. & J.	July '76 3	Providence & Worcester..... 100	2,000,000	J. & J.	July '76 4				
Eastern (N. H.)..... 100	492,500	J. & J.	July '76 3	Raleigh and Gaston..... 100	1,600,000	J. & J.	July '76 1				
Elmira, Jef. & Canand..... 100	500,000	F. & A.	Aug. '74 21	Rensselaer & Saratoga* 100	6,000,000	J. & J.	July '76 4				
Elmira & Williamsport* 50	500,000	M. & N.	May '76 21	Roch. & Genesee Val. 110	555,200	— & —	July '76 3				
“ pref. 50	500,000	J. & J.	July '76 31	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '76 3				
Erie Railway..... 100	78,000,000	— & —	Oct. '73 1	Rutland..... 100	2,479,700	— & —	—				
“ pref. 100	8,589,910	— & —	Oct. '73 31	“ preferred..... 100	4,168,700	F. & A.	Feb. '75 31				
Erie and Pittsburg* 50	1,090,250	quarterly	June '76 11	St. Croix and Penobscot..... 100	100,000	J. & J.	July '71 2				
Fitchburg..... 100	4,000,000	J. & J.	July '76 4	St. L., Alt. & T. Haute..... 100	2,300,000	— & —	—				
Georgia..... 100	4,200,000	J. & J.	July '75 4	“ pref. 100	2,040,000	July	July '74 3				
Great Western, (Ca.)..... 100	19,237,404	A. and O.	Apr. '74 11	St. L., I. Mt. & South'n. 100	14,248,950	F. & A.	Feb. '74 3				
Hannibal & St. Joseph..... 100	4,151,700	F. and A.	Aug. '70 31	St. L., Kan. C. & North. 100	12,000,000	— & —	—				
“ pref. 100	5,078,224	Annual.	Aug. '70 7	“ pref. 100	12,000,000	— & —	Nov. '72 31				
Hanover Branch, (Ca.) 50	116,850	M. & N.	May '76 5	Saratoga and Schenec. 100	300,000	A. & O.	Apr. '76 31				
Harlem Extension..... 100	4,000,000	— & —	—	Schuylkill Valley* 50	576,050	J. & J.	July '76 21				
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '76 31	Seaboard and Roanoke..... 100	1,151,400	M. & N.	May '76 4				
Houston, pref. 100	1,180,000	quarterly	July '76 2	Shamokin V. & Pottav.* 50	869,450	F. & A.	Feb. '76 3				
Huntingdon & Bd Twp. 50	880,000	— & —	—	Shore Line* 100	995,800	J. & J.	July '76 4				
“ pref. 50	450,750	J. & J.	July '68 31	South Branch (N. J.)* 100	438,800	F. & J.	Jan. '72 3				
Illinois Central..... 100	29,000,000	F. & A.	Aug. '76 4	South Carolina..... 100	5,819,275	F. & A.	Dec. '72 1				
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S.	Sept. '67 4	South Western, (Ga.) 100	3,939,900	J. & D.	Dec. '76 31				
Iowa Falls & Sioux City* 100	4,825,000	quarterly	May '76 11	Staten Island..... 100	600,000	J. & J.	July '67 4				
Jackson, Mad. & Ind. 100	2,000,000	quarterly	May '76 11	Stockbridge and Pitts.* 100	448,700	J. & J.	July '74 31				
Joliet and Chicago* 100	1,500,000	quarterly	July '76 11	Stony Brook* 100	267,300	M. & N.	Nov. '76 3				
Joliet & North Indiana* 100	300,000	J. & J.	July '75 4	Summit Branch* 100	4,125,000	F. & A.	Feb. '76 3				
Lake Shore & Mich. 50	49,468,500	F. & A.	Aug. '76 2	Sussex (N. J.)..... 100	317,870	J. & J.	Jan. '72 21				
“ (Ga.) 100	633,500	F. & A.	Aug. '76 5	Syr., Bingham. & N. Y.* 100	2,004,000	J. & D.	Dec. '76 3				
Lawrence* 50	450,000	quarterly	July '76 21	Taunton Branch..... 100	500,000	J. & J.	Jan. '76 5				
Leeds and Farmington* 100	900,00										

Texas and Pacific Railway.

A correspondent of the Philadelphia Press, writing from Marshall, Texas, on the 4th inst., says: East of this the main line of the Texas Pacific Railroad extends to Shreveport, on the Red river, 40 miles, and west 152 miles to Eagle Ford, 6 miles beyond Dallas; north 74 miles to Texarkana, on the Jefferson division, at which point it connects with the St. Louis and Iron Mountain Railway. The Transcontinental division will extend from Texarkana to Sherman, 155 miles, and Fort Worth, 80 miles, making 235 miles; but at present only 74 miles are completed from Sherman east to Blossom. On this division the contractors are working rapidly, as well as from Eagle Ford to Fort Worth, 25 miles, on the main line, so that early in August the Texas and Pacific Railway will have 446 miles of road, in actual operation.

The New Postal Law.

The section in the Post Office Appropriation Bill in relation to third class matter which went into effect on the 14th inst. is as follows:

Transient newspapers and magazines, regular publications designed primarily for advertising purposes, or for free circulation, or for circulation at nominal rates, and all printed matter of the third class, except unsealed circulars, shall be admitted to and transmitted in the mails at the rate of one cent for every two ounces or fractional part thereof, and one cent for each two additional ounces or fractional part thereof; and the sender of any articles of the third class of mail matter may write his or her name or address thereon or on the outside thereof, with the word "from" above or preceding the same, or may write briefly or print on any package the number and name of the articles enclosed.

Publishers of newspapers and periodicals may print on the wrappers or magazines sent from the office of publication to regular subscribers the time to which the subscription therefor has been paid, and addresses upon postal cards and unsealed circulars may be either written, printed or affixed thereto at the option of the sender.

New Brunswick Railway.

Statement of earnings and working expenses of the New Brunswick Railway for the months of May and June, 1876:

MAY.	
Gross earnings.....	\$7,487
Operating expenses.....	3,918
Net revenue.....	\$3,519
JUNE.	
Gross earnings.....	\$9,142
Operating expenses.....	4,036
	5,106

Net revenue two months.....\$8,625

A. GIBSON, President.

American Railways.

The American railway reports for 1875 speak of a continued decline in receipts, but of corresponding economy in operating expenses. There are striking co-incidents in the way that the one counterbalances the other. The Chicago, Milwaukee and St. Paul shows total earnings of \$8,750,000 against nearly \$9,000,000 in 1874. The expenses which had been \$5,871,000, are contracted to \$5,170,000, and the net earnings come out at \$4,000 above what they had been in 1874. In the case of the Lake Shore and Michigan Southern a serious reduction of net earnings is admitted, namely, from nearly \$6,000,000 to less than \$4,000,000. But there was still \$1,000,000 over to distribute in dividends. A two-dollar dividend is not what the Lake Shore stockholders have been accustomed to, but considering that their traffic

had fallen away to the extent of \$3,000,000 on the year, they did not fare badly. Some of the eastern lines have maintained their standard dividends with the help of their reserve funds. These are at last admitted to be practically exhausted, and this year there will be only genuine earnings to distribute. Quotations have suffered from this disclosure, though it should, in point of fact, have been expected sooner and been prepared for. The Philadelphia exhibition is evidently not stimulating trade as was anticipated.—*British Trade Journal*.

The Baltimore Sun of July 13th says: "The Phoenix Iron Company of Pennsylvania have this week been shipping an immense permanent bridge span, 307 feet in length. It is the largest continuous span that company has ever turned out, and is destined for the Philadelphia, Wilmington and Baltimore railroad bridge across the Susquehanna at Havre de Grace."

The first railway in China, from Shanghai to Woosung, was opened formally on the 1st of July.

The new railroad from Kingston station to Narragansett Pier was opened for travel on the 17th inst.

DIVIDENDS.

OFFICE OF THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY, NEW YORK, July 5, 1876.

THE DIRECTORS OF THIS COMPANY HAVE declared a dividend of TWO PER CENT. upon the capital stock thereof, payable on the 1st day of August next, at the office of Messrs. CHASE & ATKINS, No. 18 Broad st., New York.

The transfer-books will be closed at 3 o'clock P. M. on Saturday, the 8th inst., and will be reopened on the morning of Wednesday, the 2d day of August next. E. D. WORCESTER, Treasurer.

PHILADELPHIA AND READING RAILROAD Co., OFFICE No. 227 SOUTH 4TH ST., PHILADELPHIA, June 29, 1876.

DIVIDEND NOTICE.

THE BOARD OF MANAGERS OF THIS COMPANY have declared a dividend of Three and a Half per Cent. upon the preferred stock, clear of all taxes, payable in cash on and after the 25th of July, to the holders of preferred stock, as they shall stand registered on the books of the Company at the close of business on the 1st of July.

S. BRADFORD, Treasurer.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 21, 1876.

A DIVIDEND OF FOUR PER CENT. HAS been declared by this company, payable on the 1st day of August next to the holders of full paid shares registered at the close of the 14th day of July next, after which, and until the 5th day of August the transfer-books will be closed.

L. V. F. RANDOLPH, Treasurer.

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ENGINE AND BOILERS FOR SALE CHEAP.—One 18×36, one 14×16, one 12×24, one 9×20 stationaries; and one 8×12 portable; all new; also a system of good second hand line Preparing and Spinning Machines, Rope and Bagging Machinery. 8t23*

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Stetson's Patent Agency.

23 MURRAY ST., NEW YORK, }

JUNE 1, 1876.

THE PRACTICE OF THIS OFFICE IN REGARD to rejected applications is changed. Instead of as heretofore taking a copy of the official letter of rejection and invariably sending the original to the client, and inviting suggestions to aid in urging the case, I now, unless instructed to the contrary, proceed at once to give it attention and argue or amend.

FINANCIAL.

ALEX. FROTHINGHAM & CO., BANKERS AND Brokers, No. 12 Wall st., make for customers desirable investments of large or small amounts in stocks of a legitimate character, which frequently pay from five to twenty times the amount invested every thirty days.

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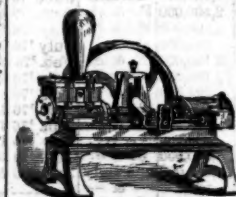
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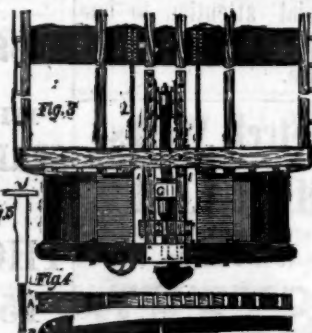
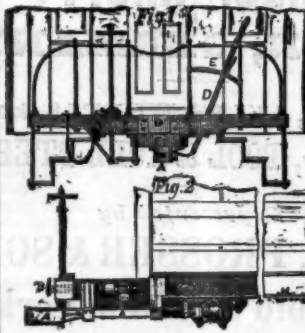
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